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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## PRINCIPAL CONTENTS.

Union Pacific Railroad.....	945
Wharton's Safety Railroad Switch.....	945
Chicago, Burlington and Quincy Railroad.....	945
Railroads of the State of New York.....	948
Commerce of New York.....	949
Debt of Boston.....	949
The Cotton Crop.....	949
American Central Railroad.....	949
Interest and Dividend Tables.....	953, 956
Railroad Earnings.....	951
Federal and State Securities.....	952
Railroad Share List.....	958
Preferred and Guaranteed Stocks.....	964
Stock Exchange and Money Market.....	965
Commerce of the United States.....	968
Journal of Railroad Law.....	968

**Wharton's Safety Railroad Switch.**  
We invite attention to the advertisement of this Switch in another portion of our paper. The chief feature of this Switch is that by its use the continuity and solidity of both rails of the main track are entirely undisturbed; and therefore switches, so far as the main track is concerned, are entirely dispensed with. The great saving effected in the wear and tear of both rails and rolling stock, as well as the perfect protection it affords to trains traversing the main track in case the switch is by accident left wrong, should not be overlooked by railroad companies.

The Philadelphia and Reading Railroad Company, after a severe trial of 18 months, purchased the right to use them; and now, after a still further and much more extended experience—almost three years in all—upon their main down track, which carries the loaded coal cars, they are putting them down upon their tracks generally.

The annexed certificate from the Chief Engineer of the company will show the estimation in which it is held by that gentleman:

ENGINEER'S OFFICE,  
PHILA. AND READING R. R. CO. }  
Pottstown, September 4th, 1868.

WILLIAM WHARTON, JR., ESQ.

Dear Sir:—My experience, during the past year and a half, with your Safety Switch, proves it to be all that is claimed for it, in respect to safety and economy. Its great economy and advantage consists in its entire freedom from wear, by the through traffic, it only comes into service when necessary to transfer a train from the main track to sidings; thereby avoiding, from the general trade, wear to itself and to the rolling stock.

Its worst feature is its appearance—but on account of its superior merits, I think Engineers and Superintendents of Railroads will come to use it sooner or later. Immunity from accident, to through trains, is the great desideratum in Railway management; and so far as relates to the track, this switch secures it.

Yours truly,  
[Signed] CHARLES E. BYERS,  
Chief Engineer.

**Chicago, Burlington and Quincy Railroad.**  
The earnings of this road for the years ending April 30, 1867 and 1868, were as follows:

	1867.	1868.
From freight.....	\$4,124,692 99	\$4,216,911 36
" passengers.....	1,543,714 15	1,482,506 92
" mails, etc.....	414,730 91	455,228 97
	\$6,083,138 05	\$6,154,647 25

Expenses, viz:		
Repairs of track.....	\$845,254 72	\$682,125 17
" bridges.....	36,526 10	14,412 55
" buildings.....	84,275 32	67,104 16
" fences.....	4,096 18	10,089 18
" docks.....	5,917 15	9,682 31
" locomotives.....	328,646 43	365,139 55
" cars.....	364,245 16	406,006 26
Loss and damage.....	40,901 99	39,196 02
Fuel consumed.....	254,393 28	296,697 80
Stationery.....	28,248 10	28,832 25
Oil and waste.....	85,894 40	69,271 55
Foreign agencies.....	15,090 52	20,369 09
Train service.....	174,824 02	187,676 86
Engine "	240,750 66	258,128 87
Station "	312,280 25	312,987 78
Water "	38,766 70	42,084 01
Freightage.....	40,379 15	65,955 21
General expenses.....	197,903 94	190,456 98
	\$3,093,574 07	\$3,067,165 55
Earnings less exp...	\$2,989,563 98	\$3,067,481 70
Add balance April 30, 1867.....	1,905,496 00	
Trustees Quincy and Chicago R.R. ....	24,571 74	
Interest and exchange.....	43,081 39	
Total .....	.....	\$5,060,630 88

From which deduct:		
Rent of tracks.....	\$10,970 00	
Interest on bonds.....	363,554 98	
Taxes, State & county.....	128,805 90	
Taxes National, dividends.....	197,205 00	
Taxes National, manufactures & earnings.....	71,231 20	
Transfer office exp...	1,000 00	
Dividend May 15, '67.....	519,950 00	
" Sept. 15, '67.....	519,950 00	
Distribution of stock, September 15, 1867.....	2,079,800 00	
Dividend, Mar. 16, '68.....	627,195 00	
45 C. B. & Q. bonds purchased for sinking fund.....	49,500 00	
		4,568,862 03

Leaving balance to credit of income account April 30, 1868 ..... \$491,968 80

## American Railroad Journal.

New York Saturday, October 3, 1868.

### Union Pacific Railroad.

The Union Pacific Railroad Company have just published a pamphlet replete with important information touching the present and future of this great marvel of engineering skill. Opposite the title page is a map clearly defining the route of the road, and its pages throughout are illustrated by vignettes, in excellent taste, both in design and engraving. The pamphlet treats on the progress of the work and its character; the agricultural resources of the region through which it passes, and its mineral wealth. And gives interesting figures showing the present and prospective earnings of the road, its profit to the Government and the entire country. The cover is very attractive; its medallion centre is occupied by two female figures with clasped hands, representing the union of the East and West. Around and about them are the implements of husbandry and the arts, and in the distance the great slaves of commerce by land and sea—the steamboat and the railroad engine. The East is clad in flowing silk and adorned with jewels; the West in severe simplicity of garb, carries the wand, surmounted by the cap of liberty; a cornucopia lies between them.

MR. The earnings of the Erie Railway for the first seven months of the current fiscal year, January to July, inclusive, were \$7,680,068, against \$7,593,252 during the corresponding period of 1867—an increase of \$80,816.

The gross earnings of the road (including interest and exchange, \$43,081.39,) have been \$6,197,728.64; and the ordinary expenses of operating and maintaining the road, including taxes, State and County, the tax on the manufacture of cars and tax on dividends, and rent of tracks, depots, etc., \$3,475,877.65—leaving for interest and dividends during the year, \$2,721,850.99; to which add surplus from the former year (\$1,930,067.74,) and the balance to credit of income account, but for payment of dividends and interest, would have been \$4,651,918.73. The amount paid for dividends during the year has been \$1,667,095; for interest, \$363,554.93; stock distribution, \$2,079,800; expended for bonds for sinking fund, \$49,500—total, \$4,159,949.93, leaving balance to credit of income at the close of the year \$491,968.80, exclusive of the amount paid into the sinking fund up to that time, viz: \$878,225.99. If the amount paid into the sinking fund may be deemed a proper credit to the income account, the balance of that account is \$1,370,194.79. The report says:

The gross earnings of the road are, it will be observed, a little in excess of those of the year ending April 30th, 1867, a result not at all anticipated by the board in its report of the business of that year. In that report they state that the failure of the corn crop, which is the great staple of Illinois and which was to a great extent destroyed by frost, would seriously impair the revenues of the road for the then coming year, not only directly, but indirectly also, greatly affect them as it would affect the general prosperity and more or less affect every branch of business.

These predictions have not been realized and the aggregate business of the road has been fully equal to that of any prior year. This has been owing to the extraordinary high prices of grains of all kinds which has induced the farmer to sell much closer than usual, and has brought the full surplus and perhaps more than the actual surplus into market. So high have been the prices, that for the first time in the history of railroads, the transportation of grains from Chicago and the country west of it to New York, by rail, has continued during the whole winter. The result has been that probably much of the corn, which usually waits the opening of navigation to move, has been moved during the winter by rail.

Although it is apparent that it is not safe to predict a diminished business by reason of the failure of the great staple crop, yet it is quite probable that this movement of corn to the seaboard during the winter months will be felt in a diminished business during the summer months when the movement of corn has usually taken place.

The aggregate tonnage of freight transported over the road has not been quite equal to that of the year ending with April, 1867, while the prices have been somewhat better. Some large items of business have fallen off while others have largely increased. The number of cattle transported, for instance, is not equal to that of the former year by 26,000, while the number of hogs has exceeded that of the prior year by 163,000. The traffic in lumber has considerably increased, while that in corn has diminished not quite, but nearly one-half. While, however, there have been these variations in the staples of the country still the aggregate volume of the traffic has not materially changed and has actually yielded a somewhat larger revenue than in the prior year.

In passenger traffic there has been a falling off of \$61,207.23, not quite so great as the increased revenue from freight. This decline in passenger business is common to nearly all the roads in the West, and perhaps is so with quite all of them where no additional road has been made tributary to them during or shortly before the year began, and counteracting, so far as they are con-

cerned, the gradual decline of travel which has been generally observable since the close of the war.

The operating expenses have not varied materially from those of past years, having been, exclusive of taxes 49.83 per cent. of the gross earnings, and inclusive of taxes 53.07 per cent. and about one per cent. less than the same expenses during the prior year, evincing an economy in management it is believed equaled by that of very few railways in the country. Yet while there has been great economy used in attaining this result the track of the road and all its appointments have been fully kept up and it is believed they were never in better condition than at the present time. The equipment, both of machinery and rolling stock, are in excellent order, and the condition of the whole property of the company has been kept up to the best working standard, which it has ever been the aim of the managers of the road to fully maintain.

There has been relaid upwards of thirty-five miles of the track with new or re-rolled iron, of which about three miles are steel rails. These last have been laid where they will be subject to the heaviest wear in order to test their quality and durability as compared with iron. The result thus far has not been such as to encourage the board in an extended use of it in the ordinary track of the road. There has also been added about nine and a quarter miles of side or double track during the year, and an additional amount of continuous double track from Mendota eastward is now being put down. Several of the bridges have been rebuilt with iron superstructures resting upon stone foundations, and so nearly all the bridges upon the road are of those materials that the annual expense of keeping them in repair has been a comparatively small item; that of the last year having been less than any previous year. A very short period will now elapse before there will be no bridge, except of iron, but little affected by decay and not subject to destruction by fire. About sixty miles of road has been ballasted with stone or gravel, a very considerable portion of which had never received any ballast before and much of which had not been sufficiently ballasted. There remains perhaps thirty-three miles between Galesburg and Quincy, of which eleven miles is between Quincy and Camp Point, and about thirty between Galesburg and Burlington yet to be done. As material for this purpose must be taken from a great distance the work is necessarily slow. But the whole will be completed as soon as practicable.

Thirty-one miles have been fenced, very nearly closing up that work, and on the main lines entirely so. Mainly thoroughly covered with heavy ballasting and with its bridging mostly iron, the whole road bed is rapidly assuming the most permanent form and subject to as little expense for maintenance as is possible in this country unless it shall be found to be good economy to substitute steel entirely for iron in the track, of which the board is not yet satisfied.

It has been found necessary to acquire, at Aurora, additional land for the enlargement of the machine and car works of the company at that place, and at other points upon the lines some small necessary purchases have been made. The principal shops of the company are at Aurora, and as they require enlargement it has been thought best to acquire all the additional land likely to be needed in the future. This has been done and at moderate expense to the company. The necessity for it had become imperative.

The equipment of the road has been somewhat enlarged during the year. Three new locomotives, six new passenger coaches, two new baggage and express cars, and one hundred and eighty-five freight and way cars have been added to the machinery and rolling stock.

Since the date of the last report the important work of bridging the Mississippi, both at Burlington and Quincy, has been mainly done and the bridges at both points will soon be ready for use. That at Quincy does not involve the finances of this company, being built by a bridge company,

but under such arrangements with all the railroad companies terminating at Quincy, that the charges of tolls for crossing the bridge must always be moderate, and there being no authority or right in the bridge company to exact tolls in the course of a year, to more than enough to make a ten per cent. dividend upon the stock in the bridge company, and the business of all roads being tolled alike, an arrangement which was deemed eminently fair for the railroad companies securing the use of bridge at reasonable charges for tolls, and which will be constantly diminishing as the business of the several roads increases, while the railway companies were relieved from the necessity of raising money for the construction of the bridge. The bridge at Quincy is in all about four thousand feet long and will be opened for use in August or September it is believed.

The bridge at Burlington is about two thousand two hundred and thirty-seven feet long, and is built from the funds of this company entirely, and it is expected to be ready for use within the next six weeks. Both bridges rest upon stoners of the most solid construction, and the superstructure of both will be entirely of iron, in the style of the Pratt Truss, so called. Both of them will be drawbridges, and when complete will be structures of great beauty as well as of very great utility and importance to the business of the country as well as of the railway companies.

The capital stock of the company, which stood at the date of the last annual report at \$10,399.010, has been increased by a distribution to represent the surplus standing to the credit of income account of twenty per cent. of stock to the stockholders, amounting to \$2,079,800, and by conversion of bonds (convertible) amounting to \$44,000, and by fractional stock dividend, \$21,220. The present capital stock of the company now therefore stands at \$12,554,030.

Its funded debt and other liabilities created for the construction of the road and the purchase of the road from Galesburg to Quincy, including \$270,000 due on that purchase and not yet called for at the date of the last report, amounts to \$5,488,750. The whole aggregate capital stock and debt now therefore is \$18,032,780.

The gross revenues of the property represented by this aggregate of debt and capital has been during the past year, \$6,197,728.64. The net earnings above the interest on the debt and expenses including taxes of all kinds above stated, including tax on dividends of cash and stock, has been \$2,359,296.06.

These taxes this year on four dividends alone have been about \$200,000, and considerably more than that on manufactures and for State and county taxes. It will be seen that there has been three cash dividends paid during the last year. This is owing to the change made a year ago by the board in the time at which dividends should be made. Heretofore they had been payable in May and November, while the great mass of the earnings of the road were mainly between May 1st and November 1st, leaving the earnings for the rest of the year comparatively small and about one-quarter only of those of the whole year. By making the dividends payable March and September, the earnings of the year are much more equally divided than before. In making the change, however, and advancing the time of dividends two months, it brought three within the past year, and has somewhat increased the expenses of the year also by reason of the taxation upon them.

The local business of the company, which is its most important and valuable business, has been fully maintained the present as in the past years. Of the \$6,197,728.64 of its gross business, the amount contributed to it by business passing over it to and from the Hannibal and St. Joseph Railroad has been \$607,597.90, and the amount contributed by the like business with the Burlington and Missouri River Railroad has been \$391,069.50, both together being in amount \$998,667.40, being something less than one-sixth of the aggregate business of this company.

While, however, the local traffic is the element of chief importance in the value of the property of the company, this through business, in connection with these two roads, is still of very great value and destined to become in the future of very much greater importance. That from both roads is now about a million, and it is probably quite safe to say that our net revenues are increased by this business to the extent of half a million. The western connections of the Hannibal and St. Joseph road are being rapidly extended north and west from St. Joseph, and south and west from Kansas City, with both of which points it is connected, and within a short period it is not unreasonable to suppose that the business of that road alone, passing over ours, will amount to a million and upwards.

The Burlington and Missouri River road has, the past year been extended about fifty miles, and will soon be complete to Afton, twenty-five miles farther. The increased extent of country tributary to our line by the last year's extensions has been an average of twenty-five miles, the whole extensions during the year being fifty. The business contributed to our road has increased during the year from \$358,069 46 to the sum \$391,069 50. Arrangements are now complete for pushing forward this road with all possible vigor to the Missouri, to the mouth of the Platt River, Plattsburgh, or to Omaha, a few miles above, as may be found most expedient. In either case it will have a connection with the Omaha or Union Pacific, quite as good as that of any road connecting with it from the east, and will be enabled from its connections east as well as by its own favorable route, to command a fair share of business in connection with that road while controlling all the local business of the country for a distance of 300 miles, through which it runs. The country through which this, as well as the Hannibal and St. Joseph Railroad runs, is of great fertility and will be rapidly developed.

The bridges at Quincy and Burlington will stimulate the business of both. The Burlington and Missouri is or will be owned mostly by this company, and its business must be mainly tributary to it. And with the road opened through, and with a through as well as a local traffic, the time cannot be far distant when its contributions to the business of our road must be doubled and trebled beyond what they now are.

Since last year, by authority of the stockholders, this company has entered into arrangements to aid that company for the further amount of \$1,200,000, for the purpose of enabling it to extend its road across the State. The aid thus given, has enabled it to dispose of all the remaining bonds issued or authorized by virtue of the mortgage upon the lands and the property of the company, which provide all the money required to complete the road through. By the terms of the arrangement, which are probably familiar to all the stockholders of the company, the assistance given imposes no burden upon the finances of this company, as the fund from which the aid is given is created by the extensions of that road, and can in no case exceed in any one year the profits we derive from the business which that road will furnish. By such aid given from time to time the Chicago, Burlington and Quincy Railroad Company has secured the construction and completion of what is really an extension of its line west, for a distance of three hundred miles, and through that extent of fertile, and destined to be a populous country, and to a connection with the Union Pacific extending (shortly) to the Pacific coast, an extension which must forever be a large contributor to the revenues of this company. The aid to be rendered is only an annual subsidy from a fund created as above stated for a short term of years. At its termination the Chicago, Burlington and Quincy Railroad Company will be the large majority owner in the stock of that company and will have secured a connection which is not unreasonable to believe will soon contribute from a half a million and upwards to the net profits of this company.

The arrangements made with the Toledo, Wabash and Western for the joint use of the track of this company for about twenty-two miles from Quincy are working well and it is hoped will result in the friendly, at least not hostile, rivalry of the two companies. During the year coming there will be completed probably a line of road from Peoria, (in connection with the road extending eastward from Peoria to Logansport) to Keokuk and crossing the line of this company at Canton, on the Lewiston Branch, and at Bushnell on the Quincy main line. This road it is reasonable to suppose will, to some extent, divide with that of this company the business of that section of country through which it will run. It may, also, if not wisely conducted, somewhat affect the prices of the business by the competition which will be introduced. A true and wise policy may somewhat divide the business but will preserve the rates. Time and experience will develop its effects.

In concluding this report of another year's business it is not out of place for the Board to remark that considering the progress of improvements in the west, it would be remarkable if in time there should not be constructed roads which shall to some extent affect the value of the local traffic of the property belonging to this company. This is of course anticipated. The progress of the country, however, is so rapid, the development of the States west is going forward with such energy, and population is flowing thither in such tides, and the basis of the business of the company is so broadly laid, both in the direction of its main lines and in its local tributaries, sending their large business over the long extent of its main trunk to the outletting point of the country at Chicago, as well as in the extension of its connecting roads, so far to the west and southwest, and destined to bring to it so large a volume of business in the future, that they may also express their conviction that while, possibly, in some respects, changes may take place affecting some of its business, yet, that on the whole, its volume must continue largely to increase, and that the usefulness of their road to the country and the value of their investment therein to its stockholders themselves will continue to be evinced in the future as it has been in the past, in the steadily increasing revenues of the property.

The company have 122 locomotives, 55 passenger, 30 baggage, mail and express, 1 pay, 1,817 house freight and cattle, 555 platform and coal, 49 drovers' and conductors', 40 gravel and dirt, 2 tool, 1 pile driving, 99 rubble, 123 hand, and 2 wrecking cars.

Number of miles run by locomotives with passenger trains, 710,560; with freight trains, 1,225,100; with miscellaneous trains, 712,894—total miles run, 2,648,554. Average cost per mile run, 26.18 cents.

The number of passengers carried during the year was 908,038; of these, 43,730 were through, and 864,308 way. Of the through passengers, 24,873 went west, and 18,857 east. Of the way passengers, 434,105 went west, and 430,203 east. Total carried west, 458,978; do., east, 449,060. Total mileage of passengers, 39,781,829. Average do., 43.81. Earnings per passenger per mile 8.727 cents.

The whole tonnage moved over the entire line during the year, exclusive of company's freight, was 937,489; of which 428,906 tons were moved westward, and 508,583 tons eastward. Total number of tons moved one mile, 132,435,027. Average earnings per ton per mile, 3.20 cents. Company's freight moved, 126,915 tons; do., moved one mile, 8,236,739. Total tonnage, including company's freight, 1,064,404; do., moved one mile, 140,671,766.

#### GENERAL ACCOUNT.

Capital stock .....	\$12,544,030 00
Funded debt (See Bond List).....	5,218,750 00
Amounts due under decree of court foreclosing the mortgage on the Northern Cross Railroad not yet called for by the bondholders, and therefore retained by order of the court.....	270,000 00
Unclaimed dividends.....	2,853 00
Unpaid accounts and pay rolls....	296,850 02
Due agents and connecting roads..	83,099 82
Sinking fund .....	878,225 99
Balance to credit of income acc't..	491,968 80
	\$19,785,777 63
Construction.....	\$14,507,344 47
Equipment .....	3,205,407 62
Due on Northern Cross R. R. ....	270,000 00
Materials on hand .....	440,151 06
Pullman Palace Car Company stock	
\$72,300 .....	48,200 00
Steam ferry and other boats.....	45,456 91
Burlington depot grounds and accretions .....	126,137 55
Chicago teams for transferring frgt	4,500 00
Monthly traffic accounts and bills receivable .....	307,817 97
Burlington and Missouri River R. R. preferred stock, 5 installments	299,649 01
Due from agents and connecting roads.....	64,435 65
Deposits in New York, Boston and treasury .....	235,012 54
Deposits with Trustees sinking f'd.	281,664 86
	\$19,785,777 63

The directors chosen at the annual meeting June 24, 1868, are as follows:

*President.*—JAMES F. JOY.

*Directors.*—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

*Chairman of Board.*—JOHN N. DENISON.

*Gen'l Superintendent.*—ROBERT HARRIS.

*Secretary and Treasurer.*—AMOS T. HALL.

**L** The Philadelphia *Ledger* says that the Kent County Railroad is rapidly being completed, and the contractors on the Queen Anne's County Railroad have nearly three hundred men at work. Seventeen miles of the road are now ready for the rails, and the opening for traffic with Philadelphia depends upon how soon the Delaware Railroad Company finishes the section from Massey's to Townsend.

**L** We learn that arrangements are nearly completed for commencing the extension of the White Mountain Railroad from Littleton to Lancaster, and ultimately to the Grand Trunk line at Northumberland. The first section of the new road to be constructed will run from Littleton to the "Wing Road" in Bethlehem, a distance of 6 miles.

**L** We learn that a large force of workmen is engaged in the neighborhood of Bethlehem upon the extension of the East Pennsylvania Railroad to Easton. It is said to be the intention of the company to complete the road through to Easton as rapidly as possible.

**L** The survey for the route of the proposed railroad to connect Georgetown with the Alexandria, Loudoun and Hampshire road has been commenced, under the direction of H. W. Brewe, Esq., city surveyor of Georgetown.

## Railroads of the State of New York.

A tabular Statement of their Capital, Bonds, &amp;c., Length and Cost, Expenses, Dividends, &amp;c., for the year ending September 30, 1867.

Compiled from the Annual Reports made to the State Engineer and Surveyor.

Railroads.	Capital Account.			Length of Track.			Gross Earnings.			Operating Expenses.			Net Earnings.			Dividends.			
	Stock.	Bonds.	Debt.	Main.	Branch.	Other.	& equipment.	oper.	Passenger.	Freight.	Mail, &c.	Total.	\$	\$	\$	\$	\$	p. c.	
				M.	M.	M.	M.	M.	M.	M.	M.	M.	\$	\$	\$	\$	\$	...	
Adirondack .....	4,183,000	915,000	418,712	5,516,712	25,00	...	2,079,059	25,00	7,332	11,133	...	18,465	22,457	22,024	22,024	22,024	...		
Albany and Susquehanna .....	1,774,824	2,486,000	239,767	4,500,691	108,00	...	5,415,939	103,00	196,920	217,668	69,640	484,228	264,014	36,000	6	36,000	6		
Albany and Vermont and West Stockbridge .....	600,000	1,389,559	...	600,000	12,00	...	600,000	...	2,411,056	49,14	111,899	445,481	170,446	100,000	10	100,000	10		
Atlantic and Great Western .....	194,250	22,000	...	298,000	15,64	...	2,866,000	20,00	2,866,000	36,70	16,402	31,195	1,562	360,000	10	360,000	10		
Avon, Genesee & Mt. Morris .....	250,000	48,000	...	2,866,000	1,766,000	...	500,000	1,119,074	1,119,074	1,367,125	19,802	2,352,230	1,815,836	536,394	360,000	7	360,000	7	
Blossburg and Corning .....	1,100,000	1,766,000	...	298,611	1,258,151	86,70	5,109,933	88,00	5,109,933	965,303	...	...	...	...	66,500	7	66,500	7	
Buffalo, Corry & Pittsburg (6) .....	359,640	600,000	6,000,000	6,000,000	1,000,000	...	13,80	8,339,000	8,339,000	...	...	...	...	...	...	...	...	...	
Buffalo and Erie .....	5,000	1,000,000	1,000,000	3,339,000	242,00	...	3,339,000	242,00	89,015	34,61	30,628	94,674	1,739	77,000	7	77,000	7		
Buffalo, New York and Erie .....	940,000	2,389,000	...	114,046	34,61	...	4,75	589,110	589,110	...	...	...	...	...	...	...	...	...	
Buffalo and Washington .....	114,046	...	...	589,110	34,61	...	12,50	400,000	400,000	...	...	...	...	...	...	...	...	...	
Cayuga and Susquehanna .....	380,000	...	...	380,000	17,36	...	2,89	500,00	500,00	...	...	...	...	...	...	...	...	...	
Chemung (3) .....	500,000	...	...	500,000	46,84	...	14,50	2,118,000	2,118,000	49,247,770	873,00	2,981,833	11,204,689	180,691	14,317,213	11,402,811	2,914,402	666,805	
Elmira, Jefferson & Canadagua .....	500,000	1,570,000	...	2,570,000	78,00	...	14,50	2,118,000	2,118,000	49,247,770	873,00	2,981,833	11,204,689	180,691	14,317,213	11,402,811	2,914,402	666,805	
Elmira, Jefferson and Williamsport .....	1,000,000	1,570,000	...	3,524,813	48,066,948	446,00	79,00	373,00	373,00	45,262	150,00	2,025,801	2,841,258	400,041	5,267,100	4,051,966	1,215,166	672,084	
Erie Railway .....	25,111,210	22,429,920	...	17,190	46,010	4,00	...	159,635	159,635	17,500,000	17,500,000	17,500,000	17,500,000	17,500,000	17,500,000	17,500,000	17,500,000	17,500,000	
Hicksville and Gold Spring .....	27,820	...	...	1,167	16,377,217	144,00	...	4,00	4,00	...	...	...	...	...	...	...	...	...	
Hudson River .....	9,981,500	6,394,550	...	175,000	17,38	...	20,00	4,206,820	4,206,820	117,00	374,109	303,028	16,579	698,016	620,906	42,110	42,110	42,110	
Hudson and Boston .....	8,000,000	825,000	...	8,825,000	94,00	28,00	...	...	...	...	...	...	...	...	...	...	...	...	
Long Island .....	8,000,000	...	...	8,825,000	94,00	28,00	...	...	...	...	...	...	...	...	...	...	...	...	
Middleton, Unionville and Water Gap .....	94,902	101,000	74,322	270,224	6,00	...	0,66	271,375	271,375	...	...	...	...	...	...	...	...	...	
Montgomery and Erie .....	148,232	130,000	...	278,232	10,27	...	2,500	452,567	36,564,405	685,86	4,082,023	9,151,761	736,740	13,979,514	10,869,718	3,109,801	1,734,831	6	
New York Central .....	28,537,000	12,069,820	...	40,606,820	397,75	296,00	...	...	...	...	...	...	...	...	...	...	...	...	
New York Central & Northern New York, Hudson and Flushing .....	133,660	125,000	29,224	222,884	5,00	...	...	250,000	14,25	111,180	...	...	...	...	...	...	...	...	
New York and Harlem .....	6,080,625	...	12,815,675	130,75	2,12	45,50	13,164,747	156,00	1,086,312	1,167,621	2,500	434,158	2,688,121	1,544,103	1,144,018	666,374	8		
New York and New Haven .....	6,786,050	6,092,000	...	7,092,000	62,25	3,00	63,82	7,720,846	79,39	1,768,900	367,489	204,460	2,330,849	1,468,281	362,568	600,000	12	600,000	6
Niagara Bridge & Canadagua .....	1,000,000	...	62,145	521,245	21,25	4,00	4,938,707	32,25	169,352	68,442	14,592	252,366	237,562	14,904	...	...	...	...	
Northern (of New Jersey) .....	159,100	300,000	7,400	311,045	6,25	...	1,25	296,748	296,748	...	...	...	...	...	...	...	...	...	
North Shore .....	138,446	110,200	...	128,000	18,45	...	18,00	4,954,779	122,00	718,755	718,755	22,074	908,654	656,598	55,598	55,598	55,598	55,598	
Ogdensburg & Lake Champlain .....	2,989,500	1,182,000	129,893	4,305,693	118,00	4,00	3,25	926,999	28,58	49,290	58,832	3,074	111,196	111,196	38,016	38,016	38,016	38,016	
Oswego and Rome .....	716,000	222,967	3,387	942,874	28,58	...	3,16	1,30,775	36,29	128,688	101,062	115,671	134,324	127,890	111,984	...	...	...	
Oswego and Syracuse (3) .....	573,500	482,400	4,875	1,060,775	23,00	...	3,00	23,65	23,65	23,65	1,409	48,777	44,536	4,240	48,000	6	48,000	6	
Pittsburg and Montreal .....	800,000	...	600,000	62,145	521,245	21,25	6,60	1,299,863	176,00	570,875	766,378	85,752	1,423,000	1,186,484	236,516	1,423,000	1,423,000	1,423,000	
Rensselaer and Saratoga .....	667,560	70,000	500	398,339	141,11	48,62	11,40	4,000,724	218,21	472,340	696,513	77,619	1,146,472	638,784	507,685	238,050	238,050	10	
Rochester & Genesee Valley .....	2,400,000	1,577,263	21,076	3,998,339	141,11	11,870	11,870	...	...	...	...	...	...	...	...	...	...	...	
Rome, Watertown & Ogdensburg .....	11,870	...	...	340,000	21,00	...	1,57	484,684	6,900	...	...	...	...	...	...	...	...	...	
Rondout and Oswego .....	300,000	40,000	...	900,000	40,86	6,67	3,87	930,207	...	...	...	...	...	...	...	...	...	...	
Saratoga and Whitehall .....	500,000	400,000	...	11,600	...	0,06	0,06	81,482	4,38	4,712	4,712	4,712	4,591	3,570	8,770	5,745	3,025	...	
Schenectady and Utica .....	11,600	...	...	62,285	4,38	...	...	...	...	...	...	...	...	...	...	...	...	...	
Schoharie Valley .....	47,285	15,000	...	12,850	...	...	...	354,182	13,00	76,242	2,772	190,881	268,895	165,979	112,916	66,000	10		
Southern Central .....	12,860	...	...	431,000	...	...	0,33	495,106	7,60	261	53,972	6,600	69,738	28,216	31,518	6,600	7		
South Side (L. I.) .....	481,000	...	...	95,000	95,000	...	1,00	3,182,489	81,00	174,149	324,166	24,000	522,316	292,691	229,724	...	...		
Staton Island .....	660,000	350,000	65,106	495,000	495,000	...	8,10	3,182,489	81,00	211,132	276,857	21,593	365,781	143,801	143,801	143,801	143,801	143,801	
Sterling Mountain & N. Y. .....	80,000	1,721,614	36,906	3,071,560	81,00	...	9,78	2,277,344	76,50	21,132	21,132	21,132	21,132	21,132	21,132	21,132	21,132	21,132	
Syracuse, Binghamton & N. Y. .....	1,734,130	1,550,000	443,171	2,660,282	34,91	...	6,00	294,908	2,14	538,496	538,496	538,496	538,496	538,496	538,496	538,496	538,496	538,496	
Troy and Boston .....	607,111	274,400	...	274,400	6,00	...	7,100,000	21,14	2,14	762,288	2,14	762,288	2,14	762,288	2,14	762,288	2,14	762,288	
Troy and Greenbush .....	30,000	680,000	...	698,721	12,00	...	2,59	962,732	31,94	2,59	962,732	31,94	2,59	962,732	31,94	2,59	962,732	31,94	
Troy Union .....	698,721	...	...	831,300	34,94	...	...	223,517	...	...	...	...	...	...	...	...	...	...	
Utica, Chenango & Susq. Val. .....	831,300	...	...	288,112	...	...	...	288,112	...	...	...	...	...	...	...	...	...	...	
Utica and Black River .....	288,112	...	...	4,000	10,38	...	...	184,000	10,38	...	...	...	...	...	...	...	...	...	
Utica Extension .....	4,000	...	...	5,286	0,25	...	...	5,286	0,25	...	...	...	...	...	...	...	...	...	
Walkill Valley .....	99,000	85,000	...	5,286	0,25	...	...	5,286	0,25	...	...	...	...	...	...	...	...	...	
Warwick Valley .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Waverly and State Line .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

1. Including leased roads, but not second track or sidings. 2. Including U. S. and local taxes. 3. Has a third rail for wide cars. 4. Commenced operations June 17, 1867. 5. Dividend on preferred stock 7 per cent. 6. Commenced operations June 17, 1867. 7. Average 66 1/2 miles.

1. Including leased roads, but not second track or sidings. 2. Including U. S. and local taxes. 3. Has a third rail for wide cars. 4. Dividend on preferred stock 8 per cent. 5. Dividend on preferred stock 7 per cent. 6. Commenced operations June 17, 1867. 7. Average 66 1/2 miles.

## Commerce of New York.

The foreign imports at New York for the month of August are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	\$13,547,834	\$14,005,112
Do. for warehousing	9,340,292	8,280,600
Free goods	84,664	828,188
Specie and bullion	540,244	846,821

Total entered at port... \$24,273,034 \$23,960,721

Withdrawn fr. wareh'use 10,490,050 9,676,657

The foreign imports at New York for the eight months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	\$89,557,409	\$85,123,542
Do. for warehousing	84,638,097	78,576,756
Free goods	7,587,141	6,876,780
Specie and bullion	2,153,546	5,012,163

Total entered at port... \$183,936,193 \$175,589,241

Withdrawn fr. wareh'se 77,538,337 68,428,668

The revenue from customs at New York, were:

	1867.	1868.
6 months	\$59,354,688 90	\$55,450,748 65
In July	9,505,482 94	9,237,920 50
In August	12,623,300 45	11,995,596 18

Tot. since Jan. 1 \$81,483,422 29 \$76,684,265 38

The exports from New York to foreign ports in the month of August, were:

	1867.	1868.
Domestic produce	\$12,116,096	\$12,750,918
Foreign free goods	24,096	18,192
Do. dutiable	717,161	558,078
Specie and bullion	1,714,594	4,690,989

Total exports.... \$14,571,947 \$18,018,177

Do. exclusive of specie. 12,857,353 13,827,188

The exports from New York to foreign ports for eight months from January 1st, were:

	1867.	1868.
Domestic produce	\$116,930,052	\$102,891,078
Foreign free goods	331,502	460,416
Do. dutiable	5,311,300	4,912,286
Specie and bullion	39,830,150	64,379,147

Total exports.... \$162,403,004 \$172,142,927

Do. exclusive of specie 122,572,854 107,763,780

## Debt of Boston.

The amount of the consolidated debt of the city of Boston, (funded, unfunded and water loans,) on the 1st of May, 1868, was \$14,146,900

65, and is made up of the following items, viz:

Funded city debt.... \$9,152,639 80

Unfunded do.... 135,243 74

Water loans.... 3,867,711 11

Roxbury debt.... 991,306 00

Total.... \$14,146,400 65

Funded.... 14,011,656 91

Unfunded.... 135,243 74

\$14,146,900 65

Classification of the consolidated debt:

Water debt—The net cost of the

works to May 1, 1868.... \$7,677,702 55

City debt, proper.... 3,562,892 10

War debt.... 1,915,500 00

Roxbury debt.... 991,306 00

Total, as above.... \$14,146,900 65

To meet which there was belonging

to the sinking fund, \$4,762,299.59

Also bonds and mort-

gages on hand in the

Treasury, amount-

ing to.... 437,070.13

5,199,369 72

Net debt May, 1868.... \$8,947,530 93

Since the above date, the funded debt has been increased \$1,080,000.

The principal and interest of the funded debt (including the Roxbury debt,) are payable as follows:

\$583,205, at 4½ per cent. in gold.
5,672,500, at 5 per cent. in gold.
433,115, at 5 per cent. currency.
2,000, at 5½ per cent. currency.
224,000, at 5½ per cent. currency.
3,172,325, at 6 per cent. currency.
1,800, at 6 per cent. gold or silver.
55,000, at 7 per cent. currency.

\$10,143,945.

The average rate of interest is 5.36 per cent. per annum, and the aggregate annual interest on the funded debt is \$583,247 51.

The annual rate of interest on the Water Loans is 4.93 per cent., viz:

\$1,949,711 11 at 4½ per cent. in gold.... \$87,737
1,082,000 00 at 5 " " 54,100
836,000 00 at 6 " in currency 50,160

\$3,867,711 11 at 4.93 per cent.... \$191,997

## The Cotton Crop.

We have received from several of the cotton brokers of this city the authorized statement of the cotton crop made up to the first of September. The original is compiled at the office of the *Shipping List*, and, although it differs somewhat from other compilations, it is generally accepted without cavil by dealers here, and we therefore adopt it as the basis of our tables. We have again to congratulate ourselves on the nearness of our estimates of the growing crop, made just one year ago, to the actual result.

We do not believe the actual yield varies a thousand bales from two and a half millions. One of the published statements gives the total at 2,498,895 bales, or within 1,105 bales of the round amount, but the total accepted here is 2,430,893 bales, which is quite near enough to our original figures for a twelvemonths' anticipation. We now present the yield from different sections, with a comparison from our records of the same in former years:

COMPARATIVE PRODUCT OF COTTON.			
1865-'6.	1866-'7.	1867-'8.	
Louisiana....	711,629	702,131	579,231
Alabama....	429,102	239,516	366,198
Texas....	174,985	185,919	114,666
Florida....	149,139	58,349	34,639
Georgia....	263,373	255,965	495,005
South Carolina....	112,273	162,247	240,225
North Carolina....	64,559	38,522	38,587
Virginia....	37,531	123,627	187,487
Tennessee, etc....	211,885	185,712	374,860

Total bales.... 2,154,476 1,951,988 2,430,893

The total exports for the year ending September 1st show an increase of nearly one hundred thousand bales on the figures of the previous year. The following is a comparison for the last three years:

	1865-'6.	1866-'7.	1867-'8.
To Great Britain....	1,262,271	1,216,262	1,228,596
To France....	220,650	198,147	197,515
To Northern Europe	48,647	95,342	145,042
To other for. ports.	23,096	47,308	84,663

Total bales.... 1,554,664 1,557,054 1,655,816

The total consumed in the United States, including all burnt at the ports, is given at 968,165 bales, which is almost equal to the largest previous total, as will appear from the annexed table:

	North of Virginia.	Elsewhere.	Total.
1856-'7....	665,718	154,218	819,936
1857-'8....	452,185	148,377	595,562
1858-'9....	760,218	167,433	927,651
1859-'60....	786,521	185,522	972,043
1860-'1....	650,857	198,883	848,740
1865-'6....	604,085	127,640	731,725
1866-'7....	897,367	156,672	854,039
1867-'8....	799,817	168,848	968,165

We now present our usual comparison of the total crop of each year since 1821. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened:

## COMPARATIVE CROP STATEMENT.

1820-'1....	430,000	1844-'5....	2,394,503
1821-'2....	455,000	1845-'6....	2,100,537
1822-'3....	495,000	1846-'7....	1,778,651
1823-'4....	509,158	1847-'8....	2,347,084
1824-'5....	563,249	1848-'9....	2,728,596
1825-'6....	720,927	1849-'50....	2,096,706
1826-'7....	957,281	1850-'1....	2,355,257
1827-'8....	727,593	1851-'2....	3,015,029
1828-'9....	870,415	1852-'3....	3,262,882
1829-'30....	976,845	1853-'4....	2,930,027
1830-'1....	1,038,848	1854-'5....	2,847,339
1831-'2....	987,477	1855-'6....	3,527,845
1832-'3....	1,070,438	1856-'7....	3,939,519
1833-'4....	1,205,324	1857-'8....	3,113,962
1834-'5....	1,254,328	1858-'9....	3,851,481
1835-'6....	1,260,725	1859-'60....	4,689,770
1836-'7....	1,422,930	1860-'1....	3,656,086
1837-'8....	1,801,497	1861-'2(est.)	4,800,000
1838-'9....	1,360,532	1862-'3(est.)	1,500,000
1839-'40....	2,177,835	1863-'4(est.)	500,000
1840-'1....	1,634,945	1864-'5(est.)	300,000
1841-'2....	1,836,574	1865-'6....	2,154,476
1842-'3....	2,378,875	1866-'7....	1,951,988
1843-'4....	2,030,409	1867-'8....	2,430,893

The Sea Island cotton included in the above statement amounted to 20,927 bales. The highest previous yield was in 1858-'9, when the crop was 47,592 bales. Our readers have had the year's record of quotations in this market. It may be interesting to them to note the price abroad. The average for each month at Liverpool of middling upland, beginning with the first of the new crop, may be set down in sterling pence as follows:

Nov. Dec. Jan. Feb. Mar. Apr. May. June. July. Aug.

8 8 8 10 10 13 12 12 11 12

The estimates in relation to the growing crop vary as widely as usual, and the accounts of damage from different sections are stirring and particular. Notwithstanding these, we cannot think the yield, as a whole, will fall much, if any, below the production of the current year, and a late frost and a good picking season will probably give even more. Still at this date the prospect is all that can be decided on, and we think a proper regard to this will place the yield at between twenty-four and twenty-five hundred thousand bales.—*Journal of Commerce*.

## American Central Railroad.

The Burlington *Hawkeye* says the American Central Railway will be built from Galva, Ill., to New Boston, Ill., and that will be end of the project. It has fallen into the hands of the Chicago, Burlington and Quincy Railroad Company, the denial of certain interested parties to the contrary notwithstanding, although a separate organization is still maintained. It will be a feeder of the main trunk of the Chicago, Burlington and Quincy Road, and as such will greatly benefit the company and the country through which it passes.

The Cincinnati, Connellsburg and Indianapolis Railroad, extending from Hamilton via Connellsburg to Indianapolis, 98 miles, is soon to be opened for through passenger trains.

James F. Joy, Esq., of Detroit, has been appointed Receiver of the Louisville, New Albany and Chicago Railroad.

The Portland and Rochester Railroad has been opened to Alfred, and is nearly finished to Alfred Corner.

The first section of the European and North American Railway, extending from Bangor to Oldtown, was formally opened on the 28th ult.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna... 100	\$1,975,139	-----	-----	Hartford and New Haven... 100	\$3,000,000	J. A. J&O	Oct. '68 2	Portl. Sac & Ports'm'th*... 100	\$1,500,000	J. & D.	Jun.'68 2
Allegheny Valley ..... 50	1,498,400	-----	-----	Hannibal and St. Joseph... 100	1,900,000	-----	-----	Providence & Worcester... 100	1,800,000	J. & J.	July '68 3
Atom and St. Louis ..... 100	125,000	J. A. J&O	Oct. '67 14	Do. do pref... 100	5,213,830	-----	-----	Raleigh and Gaston... 100	500,000	A. & O.	Oct. '68 3
Atlanta and West Point... 100	1,232,200	J. & J.	Jan.'68 3	Hanover Branch, Pa. .... 50	116,850	M. & N.	May '68 5	Rensselaer and Saratoga... 100	2,000,000	-----	-----
Atlanta & N. Carolina... 100	5,645,225	-----	-----	Housatonic ..... 100	820,000	-----	-----	Richmond and Danville... 100	847,000	-----	-----
Atlanta & Gt. Western... 50	11,522,150	-----	-----	" pref... 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersb'g... 100	1,041,800	-----	-----
" " " pref... 50	1,919,000	-----	-----	Hudson River ..... 100	13,937,100	A. & O.	Oct. '68 2	Rich., Fred. and Potomac... 100	88,460	-----	-----
Atlantic & St. Lawrence... 100	2,494,900	J. & J.	Jul. '68 2	Hasletton ..... 50	1,615,000	May.	-----	Rockport ..... 100	1,286,500	J. & J.	Nov.'67 2
Augusta and Savannah... 100	733,700	J. & J.	Jan.'68 3	Huntingdon & B'd Top ... 50	494,380	-----	-----	Rome, Watert. and O'nb... 100	2,800,000	F. & A.	July '68 3
Baltimore and Ohio... 100	16,161,962	A. & O.	Apl.'68 4	" " pref... 50	190,750	J. & J.	Jn.'68 3	St. L., Alt. and T. Haute... 100	1,700,000	-----	Annual
Do. Washington Br... 100	1,355,000	A. & O.	Apl.'68 4	Illinois Central ..... 100	23,384,150	F. & A.	Aug.'68 5	St. L., Jack'n, and Chic'o... 100	1,469,429	-----	May '68 7
Baltimore City Passenger... 670,000	-----	-----	Indiana, Cin. & Lafay... 100	1,589,900	M. & S.	Sep.'67 4	Sandusky and Cincinnati... 100	2,082,000	-----	-----	
Bay de Noquet & Mard... 100	-----	A. & O.	Apl.'68 3	Jefferson, Mad. & Ind... 100	2,000,000	J. & J.	Jan. '68 3	" " " pref... 100	368,073	M. & N.	Nov.'67 3
Bellefontaine Line ..... 100	4,420,000	F. & A.	Feb.'68 3	Joliet and Chicago... 100	1,500,000	J. A. J&O	-----	Sand., Mans. and Newark... 100	900,000	-----	-----
Belvidere Delaware... 100	997,112	-----	-----	Joliet & North. Indiana... 100	300,000	J. & J.	Jan. '68 4	Saratoga and Hudson... 100	1,020,000	-----	-----
Berkshire* ..... 100	600,000	J. A. J&O	Oct. '68 12	Lackawanna & Bloom... 50	1,225,000	-----	-----	Saratoga and Whitehal*... 100	500,000	A. & O.	Oct. '68 3
Blossburg & Corning*... 50	280,000	J. & D.	Dec.'67 2	Leeds and Farmington*... 50	-----	Jan. '67 6	-----	Savannah and Charleston... 100	1,000,000	-----	-----
Boston and Albany... 100	12,725,000	J. & J.	Jn.'68 3	Lehigh and Mahanoy... 50	2,158,565	J. & J.	-----	Schuykill and Susqueh'a... 100	1,269,160	-----	-----
Boston and Chelsea... 100	110,000	A. & O.	Oct. '68 4	Lehigh Valley ..... 50	10,734,100	J. A. J&O	Oct. '68 12	Second and Third St.(Ph.)... 50	203,757	J. & J.	Jul. '68 2
Boston, Concord & Mont... 100	459,000	-----	-----	Lehigh Luzerne ..... 50	34,660	J. & J.	Jan. '68 4	Schuylkill Valley*... 50	576,050	J. & J.	Jul. '68 24
Do. do pref... 100	1,340,400	M. & N.	May '68 3	Lexington & Frankfort... 100	4,076,640	M. & N.	Nov. '67 3	Second Avenue (N. Y.)... 100	888,200	-----	-----
Boston and Lowell... 500	1,830,300	J. & D.	Jun. '68 4	Little Miami. .... 50	3,572,400	J. & D.	Oct. '67 4	Seaboard and Roanoke... 100	670,000	A. & O.	Oct. '68 3
Boston and Maine... 100	1,076,974	J. & J.	July '68 5	Little Schuylkill*... 50	2,646,100	J. & J.	Jan. '68 2	Second Avenue (N. Y.)... 100	869,450	F. & A.	Feb.'68 3
Boston and Providence... 100	3,860,000	J. & J.	Jul. '68 4	Lomb. and South St.(Ph.)... 26	90,000	-----	Shamokin V. and Pottav... 50	6,5,200	J. & J.	Jan. '68 3	
Broadway (Boston)... 50	326,000	J. A. J&O	Oct. '68 2	Long Island ..... 50	8,000,000	F. M. A. N.	Aug.'66 2	Sixth Avenue (N. Y.)... 100	750,000	-----	Nov.'67 5
Broadw'y & 17th Av.(N. Y.) 100	2,100,000	J. & J.	Jul. '67 5	Long Branch & Sea Shore ... 50	94,194	-----	Somerville ..... 100	75,000	M. & N.	May '68 3	
Brooklyn City ..... 10	1,000,000	F. & A.	Fb.'68 3	Louisv., Cin. and Lex. pr... 100	48,688	J. & J.	Jul. '67 4	South Carolina ..... 100	2,818,275	-----	-----
Brooklyn City & Newvn... 100	399,500	-----	-----	Louisv. and Frankfort... 50	1,109,594	J. & J.	Jan. '68 3	South Shore ..... 100	259,685	-----	Jul. '68 3
Buff., New York & Erie*... 100	850,000	M. & N.	My '68 3	Louisv. and Nashville... 100	5,500,000	F. & A.	Feb.'68 4	South Western, Georgia... 100	3,203,400	F. & A.	Feb.'68 4
Buffalo and State Line... 100	2,200,000	F. & A.	Aug.'68 4	Lowell and Lawrence... 100	200,000	A. & O.	Oct. '68 3	Southern Mississippi... 100	1,000,000	J. & J.	Jul. '67 4
Cambridge Horse (Boston)... 100	7,728,000	A. & O.	Oct. '68 4	Macon and Western... 100	1,500,000	Apl.'68 4	Stoney Brook ..... 100	267,300	M. & N.	My '68 2	
Camden and Amboy... 100	6,842,200	F. & A.	Aug.'68 5	Mahanoy & B'd Mount'n* 50	921,615	-----	Summit Branch ..... 50	250,000	J. & J.	Jul. '68 3	
Camden and Atlantic, pref. 50	600,000	-----	-----	Maine Central ..... 100	1,600,860	-----	Tol., Peoria and Warsaw... 100	1,200,130	-----	-----	
Cape Cod Branch ..... 60	721,926	J. & J.	Jul. '68 3	Manchester & Lawrence... 100	1,000,000	M. & N.	May '68 5	Taunton Branch ..... 100	250,000	J. & J.	Jul. '68 4
Catawissa, ..... 50	1,160,000	-----	-----	Marietta & Cincinnati... 50	2,029,778	-----	Tenn. and Alabama... 100	595,922	-----	-----	
Catawissa, pref. ..... 50	2,200,000	M. & N.	May '68 3	" 1st pref... 50	6,586,136	M. & S.	Sep.'66 3	Terre Haute and Indiana... 50	1,983,150	J. & J.	Jan. '68 8
Cayuga & Susquehanna*... 50	589,110	J. & J.	Jul. '68 4	" 2d pref... 50	4,051,744	M. & S.	Sep.'66 3	Third Avenue (N. Y.)... 100	1,750,000	-----	-----
Central of Georgia... 100	4,666,300	J. & J.	Oct. '68 2	Memphis and Charleston... 100	5,812,726	M. & S.	Mar.'68 3	Thirteenth and Fif.(Ph.)... 50	1,700,000	J. & J.	Jan. '68 1
Central of New Jersey... 100	13,768,000	J. & J.	Jun.'68 3	Memphis and Ohio ..... 50	570,000	-----	Tol., Peoria and Warsaw... 100	1,650,000	-----	-----	
Central Ohio... 100	400,000	J. & J.	Oct. '61 24	Michigan Central ..... 100	1,250,000	J. & J.	July '68 5	Troy and Boston ..... 100	607,111	M. & N.	My '68 3
Charlotte & S. Carolina... 100	1,201,000	-----	-----	Milw. & St. Paul. .... 100	1,702,866	J. & J.	Jul. '68 5	Troy and Greenbush*... 100	274,400	J. & D.	Jun.'67 3
Chemung* ..... 100	380,000	-----	Oct. '68 2	" 2d pref... 100	1,014,000	-----	Union Transport'n (Bos.)... 100	200,000	A. & O.	Apr.'68 3	
Cheshire, preferred ..... 100	2,017,325	-----	Annual	" guaranteed... 100	3,836,800	F. & A.	Feb.'68 5	Union Transport'n (Bos.)... 100	291,475	J. & J.	Jul. '68 3
Chicago and Alton... 100	3,836,643	M. & S.	Sep.'68 5	Middlesex (Boston)... 100	400,000	-----	Utica and Black River... 100	834,400	J. & J.	Jan. '68 4	
Chicago and Alton, pref. 100	2,425,576	M. & S.	Sep.'68 5	Mill Creek and Minehill* 50	323,375	J. & J.	Jan. '67 5	Vermont and Canada*... 100	2,260,000	J. & D.	Jun.'68 4
Chicago, Burl. & Quincy... 100	12,500,000	M. & S.	Mar.'68 5	Millville and Glassboro... 100	368,200	F. & A.	Aug.'67 6	Vermont Central... 100	8,000,000	-----	-----
Chicago, Iowa & Nebras... 100	1,000,000	-----	-----	Milw. & Prair. du Chien... 100	-----	-----	Vermont and Massachu'ts... 100	2,500,000	J. & J.	Jan. '68 1	
Chicago and Milwaukee*... 100	2,227,000	-----	-----	" 1st pref... 100	3,082,000	-----	Virginia Central... 100	3,535,079	-----	-----	
Chicago, N. & W. Western... 100	13,160,927	J. & J.	June '68 10s	" 2d pref... 100	1,014,000	Annual	Virginia and Tennessee... 100	3,452,815	-----	-----	
Chicago, N. W. Western, pref. 100	12,994,719	J. & J.	June '68 10s	" pref... 100	3,627,000	J. & J.	July '68 5	Western Union ..... 100	2,687,237	-----	-----
Chicago, R. I. & Pacific... 100	14,000,000	M. & N.	Sept. '68 10	" pref... 100	3,731,000	J. & J.	Jan. '67 5	West Jersey ..... 100	311,050	-----	Aug.'68 4
Cin. Ham. & Dayton... 100	3,129,100	M. & N.	Sept. '68 10	M. Hill & Schuylik. Haven 50	2,775,600	J. & J.	Jul. '68 4	West Philadelphia... 100	249,100	J. & J.	Jul. '68 5
Cincinnati City Passenger... 100	-----	J. & J.	Jan.'68 2	Mobile and Ohio ..... 50	3,588,300	F. & A.	Aug.'68 5	Wilm. and Manchester... 100	1,120,470	-----	-----
" Street ..... 100	-----	J. & J.	Jan.'68 2	Montgomery & W. Point... 100	1,644,104	J. & D.	Dec.'67 4	Wilm. and Weldon... 100	1,340,233	J. & J.	Jan. '68 4
Cincinnati and Zanesville... 50	1,600,250	-----	-----	Morris and Essex ..... 50	5,500,000	F. & A.	July '67 5	Worcester and Nashua... 100	1,141,000	J. & J.	Jun.'68 4
Citizens' Passenger (Phl.)... 50	192,750	J. & J.	Jul. '68 2	Mt. Carbon & Pt. Carbon* 50	232,350	J. & J.	July '68 5	CANALS.	-----	-----	-----
Clev., Col., Cin. & Ind... 100	6,000,000	F. & A.	Aug.'68 3	Nashua and Lowell... 100	600,000	M. & N.	May '68 5	Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Cleveland & Mahoning*... 50	2,044,600	M. & N.	My '68 3	Nashville & Chattanooga... 100	2,066,544	F. & A.	Aug.'68 4	Chesapeake and Ohio 25	8,228,595	-----	-----
Cleveland, Painsv. & Ashtn... 50	5,000,000	J. & J.	Jul. '68 2	Naugatuck ..... 100	1,100,000	J. & J.	Jul. '68 4	Delaware Division ..... 50	1,633,350	F. & A.	Aug.'68 4
Cleveland & Pittsburgh... 50	5,424,091	J. A. J&O	Oct. '68 2	New Bedford & Taunton... 100	500,000	F. & A.	Aug.'68 5	Delaware and Hudson... 100	10,000,000	F. & A.	Aug.'68 5
Cleveland and Toledo*... 50	4,841,800	J. & J.	Jul. '68 2	New Haven & N. London... 100	738,588	J. & J.	Jul. '68 4	Delaware and Raritan... 100	2,298,400	F. & A.	Aug.'68 5
Col. & Indianapolis Con... 100	4,000,000	J. A. J&O	Oct. '68 2	N. H. Prov. & Boston... 100	1,224,000	J. & J.	Jan. '68 2	Erie and Pennsylvania... 50	64,000	-----	-----
Columbus and Xenia*... 50	1,782,200	J. & J.	Aug.'68 4	New Jersey ..... 100	5,000,000	F. & A.	Aug.'68 5	Lehigh Coal and Navigat... 50	6,137,000	M. & N.	My '67 3
Concord ..... 50	1,500,000	M. & N.	My '68 5	New London Northern... 100	850,000	F. & A.	Aug.'68 4	Monongahela Navigation... 50	728,100	J. & J.	Jan. '68 2
Concord & Portsmouth... 100	250,000	J. & D.	Jun.'68 3	New York Central... 100	26,539,000	F. & A.	Jul. '68 4	Morris (consolidated)... 100	1,025,000	F. & A.	Feb.'68 3
Coney Island & Brooklyn... 100	500,000	-----	-----	New York and Harlem... 50	5,285,050	J. & J.	Jul. '68 4	" (preferred)... 100	1,175,000	F. & A.	Feb.'68 3
Conn. & Passump. Rivers... 100	-----	-----	-----	New York & New Haven... 100	6,000,000	J. & J.	Jul. '68 4	Schuy. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'68 3
Do. do. pref. 100	1,672,300	J. & J.	Jul. '68 3	N. Y., Prov. & Boston... 100	1,672,301	J. & J.	Jul. '67 3	" (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Connecticut River... 100	1,650,000	J. & J.	Jul. '68 3	New London Northern... 100	3,850,000	J. & J.	Jul. '68 3	Susq. and Tide Water... 50	2,062,083	-----	-----
Cumberland Valley... 50	1,316,900	A. & O.	Apl.'68 4	New York Central... 100	20,539,000	F. & A.	Jul. '68 4	Union ..... 50	2,907,850	-----	-----
Danbury and Norwalk... 100	306,900	-----	-----	New York and Harlem... 50	5,285,050	J. & J.	Jul. '68 3	W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 5
Dayton and Michigan*... 100	2,284,941	-----	-----	" pref. 100	3,233,000	F. & A.	Feb.'68 3	Wyoming Valley ..... 50	800,000	Irregular	Oct. '67 4
Delaware* ..... 50	406,132	J. & J.	Jul. '68								

## RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1864	150,713	164,438	166,493	194,992	200,807	266,626	295,512	356,408	401,108	357,228	353,344	328,828	3,236,494	
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	598,584	641,481	675,446	634,243	576,366	5,525,335	
1866	475,641	438,279	385,991	412,521	464,507	492,243	468,598	568,589	533,150	599,670	474,056	388,573	5,696,119	
1867	377,852	380,190	489,555	407,013	465,102	382,396	400,550	461,379	483,177	483,917	474,134	360,641	5,167,371	
1868	404,467	393,251	408,847	388,654	355,255	359,184	341,266	407,588	—	—	—	—	—	
Chicago and Alton :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1863	109,860	101,555	104,372	122,084	182,301	145,542	149,157	157,948	170,044	170,910	156,369	153,294	1,673,706	
1864	100,991	164,418	195,803	162,728	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,016	2,710,484	
1865	280,503	275,283	299,063	258,480	322,278	356,270	386,985	409,261	401,280	351,966	307,919	236,824	3,840,092	
1866	226,153	222,241	290,111	269,249	329,561	371,544	321,597	287,269	322,638	360,223	323,080	271,247	8,696,153	
1867	343,787	157,532	235,961	282,165	335,510	542,358	354,244	415,982	408,999	426,752	359,102	330,169	8,892,861	
1868	259,539	296,496	261,599	270,386	335,510	378,461	405,616	570,345	—	—	—	—	—	
Chicago, Rock Island and Pacific :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1863	140,024	180,225	122,512	128,708	144,995	170,987	139,142	160,308	210,729	216,030	196,435	201,134	1,959,267	
1864	158,735	175,482	243,160	186,018	198,079	243,178	224,980	307,574	375,580	324,565	336,617	321,087	3,006,470	
1865	305,554	246,331	289,403	196,580	234,612	321,518	244,121	306,281	388,480	307,523	270,073	201,779	8,818,514	
1866	241,395	188,285	267,230	209,099	277,506	306,695	238,926	317,977	400,041	428,474	345,028	260,263	5,466,922	
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,063	4,358,614	
1868	308,587	297,464	276,431	288,700	308,891	386,200	329,800	478,600	—	—	—	—	—	
Chicago and Northwestern :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1863	—	—	—	—	—	366,100	281,334	296,169	473,186	551,122	438,945	407,688	2,811,544	
1864	273,878	317,589	390,355	421,363	466,530	566,145	490,710	519,506	669,606	729,759	716,378	568,400	6,114,566	
1865	541,005	482,164	490,296	468,558	585,623	747,942	702,681	767,508	946,707	932,682	754,671	547,812	7,976,490	
1866	525,566	390,917	528,745	537,519	858,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430	
1867	696,147	574,664	765,398	774,279	895,712	893,367	800,325	1,038,324	1,461,284	1,508,583	1,210,287	918,068	11,632,343	
1868	741,926	800,787	856,511	1,068,959	1,206,796	1,167,544	1,091,466	1,286,531	—	—	—	—	—	
Des Moines Valley :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1866	40,129	29,102	37,501	39,600	46,458	39,630	41,212	43,580	55,035	80,588	73,140	50,296	580,271	
1867	—	49,694	36,098	56,859	59,195	61,447	58,999	53,688	69,018	71,113	81,676	80,587	81,955	
Erie :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1863	845,895	839,949	966,445	948,059	848,783	770,148	731,243	687,092	816,801	966,204	1,024,649	1,035,321	10,469,481	
1864	984,837	934,133	1,114,508	1,099,507	1,072,283	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,234,909	1,334,217	15,429,648	
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,102	1,331,048	1,386,615	1,438,689	1,522,472	1,429,765	16,434,775	
1866	—	including Buffalo Division.	1,186,746	987,936	1,070,917	1,153,641	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	14,596,413
1867	—	including Buffalo Division	906,759	917,659	1,139,528	1,217,143	1,122,140	1,118,731	1,239,024	1,444,745	1,498,715	1,421,581	1,041,946	14,139,264
1868	1,081,320	901,752	1,186,994	1,268,742	1,163,612	1,059,805	1,023,048	—	—	—	—	—	—	
Illinois Central :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1863	299,944	271,085	275,643	289,224	324,087	407,992	343,929	511,305	478,576	496,433	437,879	424,531	4,571,028	
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	709,236	661,291	657,141	608,402	6,329,447	
1865	571,536	528,972	616,665	516,908	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208	
1866	603,053	506,266	505,465	411,606	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,616,741	
1867	647,120	594,811	417,071	440,271	477,027	616,493	524,245	709,327	788,530	823,901	727,810	618,329	7,160,992	
1868	572,364	531,224	462,317	538,077	679,580	621,685	576,468	764,138	—	—	—	—	—	
Marietta and Cincinnati :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058	
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	118,504	112,052	128,302	1,201,289	
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,923	132,387	128,388	1,296,971	
1868	92,433	81,539	98,482	108,461	95,416	95,924	108,413	126,556	—	—	—	—	—	
Michigan Southern & Northern Indiana :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1863	248,784	250,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,545	
1864	266,600	304,445	328,454	338,464	360,661	367,126	315,268	376,591	355,862	402,219	407,107	448,934	4,120,152	
1865	368,996	366,361	413,974	368,180	351,489	387,095	301,613	415,575	456,808	524,700	495,072	561,709	4,828,727	
1866	312,846	277,234	412,715	418,970	418,024	384,684	338,858	384,401	429,176	496,555	429,546	362,218	4,650,328	
1867	305,857	311,088	395,372	409,248	357,749	307,982	313,130	434,818	488,388	530,871	429,785	380,034	4,663,806	
1868	362,021	328,335	381,497	456,983	400,486	363,550	301,495	435,781	—	—	—	—	—	
Michigan Central :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1863	242,073	245,858	236,432	238,495	236,483	206,221	198,328	215,449	208,168	275,488	230,794	206,186	3,168,065	
1864	252,435	278,848	348,802	348,276	271,558	265,750	263,244	345,781	408,445	410,802	405,510	376,470	3,970,946	
1865	306,324	279,187	344,228	327,241	401,456	366,663	329,105	413,601	476,831	490,594	447,670	528,470	4,520,550	
1866	282,439	265,796	327,158	343,737	365,196	355,083	324,986	429,181	429,176	498,840	414,004	308,689	4,260,115	
1867	304,095	288,661	376,210	326,783	333,982	324,977	318,021	398,988	464,778	506,295	412,934	320,673	4,371,078	
1868	343,316	304,315	328,880	415,748	369,296	325,501	321,013	392,942	—	—	—	—	—	
Milwaukee and St. Paul :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1867	319,763	240,755	261,113	316,266	401,900	369,356	385,412	350,585	751,738	1,101,771	775,816	438,323	5,883,608	
1868	—	368,487	360,894	338,281	426,829	665,718	458,094	423,247	522,545	—	—	—	—	
New York Central :	—	—	—	—	—	—	—	—	—	—	—	—	—	
1862	749,163	631,956	710,814	770,223	736,114	610,417	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244		
1863	920,272	867,590	911,397	839,126	841,165	818,512	840,450	1,070,551	1,041,522	1,045,401	1,18			

## **NATIONAL AND STATE SECURITIES.**

AMERICAN RAILROAD BOND LIST.

An asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Adirondack:						Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	1st Mortgage of 1867 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	90
Alabama and Florida:						Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	1st Mortgage.....	125,000	6	— & —	Boston.	18—	—
Land Mortgage.....	550,000	7	“	“	1887	Cape May and Millville:						
3d Mortgage.....	300,000	7	April & Oct.	“	1871	1st Mortgage.....	200,000	7	— & —	New York.	18—	—
Interest Coupon.....	304,101	7	Jan. & July.	“	1870	Catawissa:						
Albany and Susquehanna:						1st Mortgage.....	202,000	7	Feb. & Aug.	Philadelphia.	1882	—
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	“	1895	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	—
2d Mortgage for \$2,000,000.....	639,000	7	April & Oct.	“	1885	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	“	1887	—
Allegheny Valley:						Cedar Rapids and Missouri River:						
1st Mortgage.....		7	April & Oct.	Pittsburg.	1801	1st Mortgage.....		7	— & —	New York.	1887	—
1st Mortgage (Extension).....		7	“	“	18—	Central Branch Union Pacific:						
Androscoggin:						1st Mort. (Atchison & Pike's P.)	1,000,000	6	May & Nov.	New York.	1895	—
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	2d Mortgage Governm't subdly.	1,000,000	6	Jan. & July.	“	1895	—
Ashuelot:						Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	—
Atlantic and Great Western:						Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	—
1st Mortgage (Pennsylvania).....	2,151,500	7*	“	“	1877	2d Mortgage.....	600,000	7	May & Nov.	“	1875	—
1st Mortgage (Ohio).....	3,740,900	7*	“	“	1876	Central Ohio:						
1st Mortgage (Franklin Branch).....	349,000	7*	June & Dec.	New York.	1882	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85 $\frac{1}{2}$
1st Mortgage (Buffalo Extension).....	1,382,000	7*	April & Oct.	London.	1884	Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....	200,000	7*	March & Sept.	“	1884	1st Mortgage (on 300 m.) free.....	15,400,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	2d Mortgage (paid by Cal.).....	1,500,000	7*	“	“	1885	110
2d Mortgage (Pennsylvania).....	757,500	7*	“	“	1882	Convertible bonds.....	1,500,000	7*	“	“	1883	110 $\frac{1}{2}$
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	London.	1883	National Loan.....	15,400,000	6	“	“	1895	—
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	“	1895	Charleston and Savannah:						
Atlantic and Gulf:						1st Mortgage (guar. by S. Car.).....	505,000	6	March & Sept.	Charleston.	1877	—
1st Mortgage (S. A. & G. R. R.).....	300,000	7	April & Oct.	Savannah.	18—	Charlottesville and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.).....	500,000	7	“	New York.	18—	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	—
1st Mort. (A. & G. R. R. S. No. 7).....	500,000	7	“	“	18—	Cheraw and Darlington:						
1st mortgage (Bainbridge Ext.).....	500,000	7	“	“	1897	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	—
Consol. Mort. (\$2,000,000) free.....		7	Jan. & July.	“	1897	2d Mortgage.....	75,000	7	— & —	“	1888	—
Atlantic and St. Lawrence:						Cheshire:						
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	1888-70	Company bonds.....	872,200	6	Jan. & July.	Boston.	175-180	96
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1888	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	—
Baltimore and Ohio:						Chicago and Alton:						
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	1st Mortgage, pref. sinking fund.....	444,000	7	May & Nov.	New York.	1877	101
Loan of 1855.....	894,250	6	Jan. & July.	“	1875	1st Mortgage.....	2,400,000	7	Jan. & July.	“	1883	—
Loan of 1855.....	602,000	6	“	“	1880	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	“	1883	—
1,744,500	6	April & Oct.	“	“	1885	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	“	1890	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111 $\frac{1}{2}$
Northwestern Va. R. 2d Mort.	493,000	6	“	“	1873	Trust Mortgage, convertible.....	150,000	8	“	Frankfort.	1890	—
Northwestern Va. R. R. 3d Mort.	201,000	6	“	“	1885	2d Mortgage.....	941,000	7	July.	New York.	1890	—
Bay de Noquet and Marquette:						Company bonds.....	680,000	7	March & Sept.	Chicago, Cincinnati and Louisv.:		
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	—
Bellefontaine:						Chicago and Great Eastern:						
1st Mortgage (B. and Ind. R.R.).....	1,225,000	7	Jan. & July.	New York.	1870-90	1st Mortgage.....	5,800,000	7	April & Oct.	New York.	1895	80
2d Mortgage.....	483,000	7	“	“	1870	1st Mortgage (convertible).....	150,000	7	“	“	1895	—
Bellefonte and Snow Shoe:						Income bonds.....	150,000	7	— & —	“	18—	—
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	Chicago, Iowa and Nebraska:						
Belvidere Delaware:						1st Mortgage.....	1,110,000	7	— & —	New York.	1881	—
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1867	Chicago and Milwaukee:						
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	1st Mortgage.....	400,000	7	Jan. & July.	New York.	1893	90
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	“	1877	1st Mortgage (C. and N. W.).....	1,726,200	7	Jan. & July.	New York.	1893	—
Blue Ridge, S. Car.:						Chicago and Northwestern:						
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	Flagg Trust, mort. on C. D. G.:	200,000	8	Jan. & July.	New York.	1887	—
Boston, Clinton and Fitchburg:						Pref. sinking fund bds (183 m.).....	1,250,000	7	Feb. & Aug.	“	1885	97
1st Mort. (Agricultural Br. R.R.).....	100,000	6	Jan. & July.	Northboro'.	1875	Funded Coupons.....	756,000	7	May & Nov.	“	1883	90
1st Mortgage (B. C. and F. R.R.).....	300,000	6	“	Boston.	1886	General 1st Mortgage.....	3,604,000	7	Feb. & Aug.	“	1885	91
Boston, Concord and Montreal:						1st Mortgage, Appleton Ext. ....	184,000	7	“	“	1885	—
1st Mort. (Cone to War. 71 m.).....	200,000	7	Feb. & Aug.	New York.	1865	1st Mortgage, Green Bay Ext. ....	300,000	7	“	“	1885	—
2d Mort. conv. (1st M. on 2 $\frac{1}{4}$ m.).....	100,000	6	Jan. & July.	Boston.	1870	Equipment Bonds.....	165,000	7	April & Oct.	“	1874	—
2d Mort. conv. (1st M. on 2 $\frac{1}{4}$ m.).....	250,000	7	“	New York.	1870	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	“	1884	—
Sinking Fund Mortgage.....	500,000	6	“	“	1889	Elgin and State L. purchase bds.....	189,000	6	“	“	1878	—
Boston, Hartford and Erie:						Consolidated sinking fund bonds.....	3,040,000	7	F. M. A. & N. ....	“	1915	95
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	Equipment Bonds.....	2,200,000	10	May & Nov.	“	1871	—
1st Mortgage (new).....	3,900,000	7	Jan. & July.	“	1890	1st Mort. (Gal. & Chic. U. R. R.).....	1,919,000	7	Feb. & Aug.	“	1882	—
Boston and Lowell:						2d Mort. (Gal. & Chic. U. R. R.).....	1,173,000	7	May & Nov.	“	1875	—
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	1st Mortgage (Peninsula R.R.).....	1,075,000	7	March & Sept.	“	1898	—
Company bonds (no mortgage).....	200,000	6	April & Oct.	“	1879	1st Mortgage (Chic. & Mil. R.R.).....	1,726,200	7	Jan. & July.	“	1893	90
Company bonds (no mortgage).....	304,600	6	“	“	1887	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	100 $\frac{1}{2}$
Boston and Providence:						1st Mort. (C. R. I. and P. R.R.).....	6,699,000	7	“	“	1894	94 $\frac{1}{2}$
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	1884	1st Mortgage.....	7	Feb. & Aug.	New York.	1890	—	
Buffalo, Bradford and Pittsburg:						Sinking Fund.....	7	May & Nov.	New York.	1890	—	
1st Mortgage.....	1,766,000	7	Jan. & July.	New York.	1886	Cincinnati, Dayton and Eastern:						
Buffalo, Corry and Pittsburg:						1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	—
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	Cincinnati, Hamilton and Dayton:						
1st Mort. (Buff. & O. C. Cross-cut).....	600,000	7	“	New York.	18—	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	—
Buffalo and Erie:						3d Mortgage.....	500,000	8	Jan. & July.	“	1885	—
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	1st Mortgage.....	2,000,000	7	— & —	New York.	1895	—
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	“	1873	Cincinnati and Indianapolis Junc.:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	“	1882	1st Mortgage.....	1,200,000	7	— & —	New York.	1888	—
Co. bonds (Erie and Northeast).....	300,000	7	“	“	1886	Cincinnati and Martinsville:						
Buffalo, New York and Erie:						1st Mort. (guar. by I. C. & Laf.).....	400,000	7	— & —	New York.	1895	—
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	1st Mort. ....	425,000	7	Jan. & July.	New York.	1870	100 $\frac{1}{2}$
2d Mortgage.....	380,000	7	May & Nov.	“	1872	Cincinnati, Richmond & Chicago:						
Burlington and Missouri River:						1st Mortgage.....	560,000	7	— & —	New York.	1895	—
Land Grant Mortgage.....	1,800,000	7	April & Oct.	New York.	1893	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	—
General Mortgage.....	1,288,000	7	“	“	1870	1st Mortgage.....	425,000	7	Jan. & July.	New York.	1895	—
Unsecured bds con. into pref. skt. ....	1,200,000	8	Jan. & July.	“	1878	1st Mortgage						

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Cleveland, Painesv. and Ashtabula:												
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	...	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877
2d Mortgage.....	1,000,000	7	"	"	1881	...	2d Mortgage.....	4,000,000	7	March & Sept.	"	1879
3d Mortgage.....	1,000,000	7	April & Oct.	"	1888	...	3d Mortgage.....	6,000,000	7	"	"	1883
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	"	1880
1st Mort. (June, R. R. 1st Div.)	27,000	7	April & Oct.	New York	1867	...	5th Mortgage.....	926,500	7	June & Dec.	"	1888
1st Mort. (June, R. R. 2d Div.)	126,000	7	June & Dec.	"	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	"	1866	...	Sterling Loan £800,000	3,875,520	7	March & Sept.	London.	1875
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	"	1885	100 <sup>1</sup>	Erie and Pittsburg:					
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	...	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	"	1875
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:					
Trust Mort. S. F. for \$15,000,000.....		7	April & Oct.	New York.	1908	80 <sup>1</sup>	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	"	1869
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81 <sup>1</sup>	Rockville Extension 1st Mort. ....	150,000	7	Feb. & Aug.	"	1881
2d Mortgage.....	816,000	7	"	"	18	...	Fall River, Warren & Providence:					
Income Bonds.....	1,500,000	7	"	"	18	...	1st Mortgage.....	200,000	7	— & —	Providence.	18—
Columbus and Xenia:							Flemington:					
1st Mortgage for \$600,000.....	248,000	7	March & Sept.	Columbus.	1890	...	1st Mortgage, guaranteed.....	100,000	6	— & —	Princeton.	18—
Connecticut and Passaic Riv.:							Flint and Pere Marquette:					
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	...	1st Mortgage.....	815,000	7	— & —	New York.	18—
Notes.....	300,000	7	"	"	1876	...	Galena and Chicago Union:					
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	96 <sup>1</sup>	2d Mortgage.....	1,173,000	7	May & Nov.	"	1875
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	"	1884
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:					
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	...	Grand River Valley:					
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—
Bonds of Nov. 1852.....	397,000	6	Jan. & July.	New York.	1869	...	Grand Trunk (Ca.):					
Bonds of Feb. 1864.....	89,000	6	Feb. & Aug.	"	1869	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—
Bonds of July, 1867.....	98,000	6	"	"	1877	...	2d Preference Bonds.....	7,355,986	5*	"	"	18—
Cumberland and Pennsylvania:							3d Preference Stock.....	5,411,094	4*	"	"	18—
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	...	4th Preference Stock.....	25,652,860	4*	"	"	18—
Cumberland Valley:							Equipment Bonds.....	2,433,333	6*	April & Oct.	"	18—
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18—
2d Mortgage.....	109,500	8	"	"	1904	...	Great Western of Canada:					
Company's Bonds.....	85,300	6	"	"	Harrisburg.	18—	Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.	...
Danbury and Norwalk:							Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	'73-'76
1st Mortgage.....	100,000	7	Jan. & July.	New York.	170-'80	...	Mortgage Bonds £547,000.....	2,652,950	5*	— & —	"	'77-'78
Dayton and Michigan:							Stock Debentures £46,700.....	226,500	5*	— & —	irred.	
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	...	Great Western of Illinois:					
2d Mortgage.....	2,589,000	7	"	"	1881	...	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868
3d Mortgage.....	642,000	7	March & Sept.	"	1884	...	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888
Toledo Depot Bonds.....	169,500	7	"	"	181-'94	...	1st Mortgage (General).....	2,500,000	7	May & Nov.	"	1893
Detroit and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	"	79
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	Greenville and Columbia:					
2d Mortgage.....	135,000	7	June & Dec.	"	1879	...	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—
Income Bonds.....	251,000	6	"	"	189 aft	...	1st Mortgage.....	1,000,000	7	"	New York.	18—
Detroit and Western:							State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1861
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	State Loan of 1855.....	1,500,000	6	"	"	1885
2d Mortgage.....	463,000	6	June & Dec.	"	1884	...	Land Mort. of 1863 for \$3,400,000.....	2,300,000	7	April & Oct.	"	1888
Delaware:							Convertible bonds of 1863.....	800,000	7	Jan. & July.	"	1888
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...	Six year bonds of 1865.....	1,000,000	10	"	"	1872
Guaranteed Bonds.....	100,000	6	"	"	1875	...	Harrisburg and Lancaster:					
State Loan.....	170,000	6	"	"	1876	...	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
Delaware, Lackawanna, & Western:							Hartford and New Haven:					
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	96	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873
1st Mort. (East Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	99	1st Mortgage.....	2,300,000	7	Jan. & July.	Hartford.	1876
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	"	1881	...	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Hartford.	1876
Des Moines Valley:							1st Mort. (Connecticut 96.04 m.).....	1,574,600	7	"	"	1876
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	Hempfield:					
Income Bonds.....	462,000	7	Jan. & July.	"	1884	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—
Detroit and Milwaukee:							Housatonic:					
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877
2d Mortgage.....	1,000,000	8	"	"	1884	...	2d Mortgage.....	96,000	7	"	"	1885
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	...	Houston and Texas Central:					
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	...	1st Mort. (Texas State Loan, sinking fund).....	432,000	6	April & Oct.	New York.	'67-'68
Bonds of June 30, 1866, (cond.)	1,837,780	7	"	"	1886	...	1st Mortgage.....	1,360,000	7	Jan. & July.	"	1866
Detroit, Mon. & Tol. (M.S. & N.L.)						...	Land Mort. S. F. (\$20,000 p. m.).....	6*	"	"	"	1861
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	...	Hudson River:					
Detroit and Pontiac (Detr. & Mil.):							1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	...	1st Mortgage.....	1,954,000	7	"	"	1869
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	...	1st Mortgage.....	1,936,000	7	"	"	1870
Dubuque and Sioux City:							1st Mortgage.....	2,000,000	7	June & Dec.	"	1885
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	...	2d Mortgage, sinking fund.....	183,000	7	May & Nov.	"	1875
1st Mortgage (construction).....	660,000	7	"	"	1894	...	Huntington and Broad Top Mt.:					
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	Consol. Mortgage.....	723,245	7	April & Oct.	"	1895
2d Mortgage, ordinary.....	450,000	7	"	"	1895	...	Illinois Central:					
East Brandywine & Waynesboro:							Construction.....	5,000,500	7	April & Oct.	New York.	1875
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	...	Construction.....	2,499,000	6	"	"	1875
Eastern:							Redemption.....	2,563,000	6	"	"	1890
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	1868-'72	...	Redemption, sterling.....	363,000	6*	"	"	1875
2d Mortgage, (convert. sterling).....	420,000	5	Jan. & July.	London.	1872	...	Illinois and Southern Iowa:					
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	"	1876	...	Indianapolis, Cln. and Lafayette:					
East Pennsylvania:							1st Mortgage.....	500,000	7	Jan. & July.	New York.	1866
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	...	1st Mortgage (Ind. and Cln.).....	500,000	7	Jan. & July.	New York.	1866
East Tennessee and Georgia:							1st Mortgage (Madison).....	612,000	7	May & Nov.	New York.	1881
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	Jackson, Lansing and Saginaw:					
Tennessee Loan (1866).....	449,830	6	"	"	1898		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884
Mortgage (old).....	643,000	6	"	"	18	...	Jeffersonville (J. M. & L.):					
Mortgage (new).....	124,900	7	"	"	18	...	1st Mortgage.....	397,000	7	March & Sept.	New York.	1861
East Tennessee and Virginia:							2d Mortgage.....	397,000	7	April & Oct.	"	1873
Tennessee Loan (old).....	1,569,000	6	Jan. & July.	New York.	1888	...	Jeffersonville, Madison & Indian:					
Tennessee Loan (1866).....	600,000	6	"	"	1898		1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906
Tennessee endorsed bonds.....												

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Kentucky Central:											
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872		Mississippi and Tennessee:				
2d Mortgage (do.)	844,000	7	— & —	"	1882		1st Mortgage	\$600,000	7	April & Oct.	New York.
3d Mortgage (do.)	286,000	7	— & —	"	1885		2d Mortgage for \$1,300,000	850,000	8	Jan. & July.	"
Keokuk and St. Paul:							Tennessee State Loan	317,800	6	"	"
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887		Mobile and Girard:				
Income	100,000	7	"	"	1887		1st Mortgage Bonds	\$250,000	6	— & —	18—
Knoxville and Charleston:							Mobile and Ohio:				
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898		1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.
Knoxville and Kentucky:							1st Mortgage, Sterling	4,593,000	8*	"	Mobile.
Tenn. State Loan (old.)	1,310,000	6	Jan. & July.	New York.	1890		Tennessee Loans	1,068,800	6	Jan. & July.	New York.
Tenn. State Loan (new.)	800,000	6	"	"	1898		Income of '61, '62, '65 and '67	338,900	8	May & Nov.	Mobile.
Lackawanna and Bloomsburg:							Liquidation (10 year) bonds	556,421	8	"	New York.
1st Mortgage		7	Jan. & July.	New York.	1875		Interest bonds	697,900	8	"	Mobile.
1st Mortgage (Extension)		7	March & Sept.	Philadelphia.	1885		Montgomery and Eufala:				
2d Mortgage		7	April & Oct.	"	1880		1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.
2d Mortgage (Extension)		7	May & Nov.	"	1890		Montgomery and West Point:				
Lake Erie and Louisville:							Company Bonds	100,000	7	Jan. & July.	1870
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1893		Company Bonds	299,200	7	"	1876
Lehigh and Lackawanna:							Company Bonds	639,500	7	"	1881
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897		Morris and Essex:				
Lexington and Frankfort:							1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.
1st Mortgage	44,000	6	Jan. & July.	Lexington.	69-'74		2d Mortgage	3,000,000	7	Feb. & Aug.	1914 100 <sup>8</sup>
Lehigh Valley:							Nashville and Chattanooga:	1,569,000	6	Jan. & July.	New York.
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873		1st Mortgage, endorsed by Tenn.	150,000	6	"	18—
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898		Tenn. State Loan	426,270	6	"	18—
Little Miami:							Tenn. Coupon Funded				
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883		Nashville and Decatur:				
Cincinnati Loan	100,000	6	"	Cincinnati.	1880		Tenn. State Loan	2,115,176	6	Jan. & July.	New York.
Little Schuylkill:							Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877		Nashville and Northwestern:				
Long Island:							Tenn. State Loan	2,672,000	6	Jan. & July.	New York.
1st Mortgage	500,000	6	Jan. & July.	New York.	1870		2d Mortgage	792,050	6	"	"
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890		Naugatuck:				
Glen Cove Branch	150,000	6	May & Nov.	"	1893		1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.
Louisville, Cincin. and Lexington:							Newark and New York:				
1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July.	New York.	1897		1st Mortgage	600,000	—	— & —	New York.
Louisville and Frankfort:							New Bedford and Taunton:				
1st Mortgage	108,000	6	Jan. & July.	New York.	69-'78		1st Mortgage	174,000	6	Jan. & July.	Boston.
Louisville Loan	100,000	6	"	"	1881		New Brunswick and Canada:				
Louisville and Nashville:							1st Mortgage, Sterling £220,000.	1,100,000	6*	May & Nov.	London.
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	69-'77		Newcastle and Beaver Valley:				
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	" 78-'75		1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.
1st Mortgage, Bardstown Branch	30,000	7	— & —	"	" 78-'75		2d Mortgage for \$100,000	38,200	7	March & Sept.	"
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	"	" 78-'75		New Haven and Northampton:				
Louisville Loan, Main Stem	849,000	6	April & Oct.	"	" 78-'75		1st Mortgage	450,000	7	Jan. & July.	New Haven.
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	"	" 78-'75		1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	" 78-'75		New Jersey:				
Louisville, N. Albany & Chicago:							Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	18—		New London Northern:				
Macon and Brunswick:							1st Mortgage	60,000	7	Jan. & July.	New London.
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887		1st Mortgage, Extension	370,000	7	March & Sept.	"
McMinnville and Manchester:							1st Mortgage	2,741,000	8	Jan. & July.	New York.
Tenn. State Loan	772,000	6	Jan. & July.	New York.	—		1st Mortgage for \$3,000,000	1,019,000	8	"	1890
Mahanoy and Broad Mountain:							2d Mortgage for \$3,000,000				
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884		N. Orlean. Opelousas & Gt. Wtn.	1,903,000	8	April & Oct.	New York.
Maine Central:							1st Mort. construction (80 m.)	40,000	8	Jan. & July.	1887
\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	90-'91		2d Mort. (F.) for \$1,000,000 (80m.)				
\$400,000 Loan	315,200	6	June & Dec.	"	" 70-'71		New York Central:				
Bangor City Loan	660,000	6	April & Oct.	"	1874		Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870		Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"
Marietta and Cincinnati:							Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	"
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892		Bonds for railroad stocks	594,000	6	"	"
1st Mortgage, Sterling	1,000,000	7*	"	London.	1892		Bonds for real estate	165,000	6	"	"
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896		Bonds and mortgages	176,865	7	various	"
Scioto and Hocking Valley	300,000	7	"	"	1896		Convertible bonds	453,000	7	Feb. & Aug.	"
Memphis and Charleston:							Renewal bonds of 1868	2,900,000	6	June & Dec.	"
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1892		New York and Flushing:				
1st Mortgage, Convertible	1,294,000	7	May & Nov.	"	1890		1st Mortgage	125,000	7	— & —	New York.
2d Mortgage for \$1,000,000	417,000	7	Jan. & July.	"	1887		New York and Harlem:				
Memphis, Clarksville & Louisv.	1,582,000	6	Jan. & July.	New York.	18—		1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	18—		3d Mortgage of 1868	99,500	7	Jan. & July.	"
Memphis and Little Rock:							Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"
Tenn. State endorsements	350,000	6	Jan. & July.	New York.	18—		New York and New Haven:				
Tenn. State, Funded coupons	105,000	6	"	"	1890		1st Mortgage	1,068,500	6	April & Oct.	New York.
Mortgage (road and land)	600,000	8	May & Nov.	"	1890		New York, Providence & Boston:				
Memphis and Ohio:							1st Mortgage	230,000	6	Feb. & Aug.	New York.
Tenn. State Loan and coupons	2,396,110	6	Jan. & July.	New York.	18—		Improvement Bonds	106,000	7	Jan. & July.	"
Michigan Central:							Extension Bonds	250,000	6	May & Nov.	"
1st Mortgage, sterling	467,489	6	Jan. & July.	London.	1872		Norfolk and Petersburg:				
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869		1st Mortgage	297,750	7	Jan. & July.	New York.
1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869		1st Mortgage	328,600	8	"	"
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	115		2d Mortgage for \$300,000	6,000	8	"	Norfolk.
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882		North Eastern:				
Michigan Southern & North. Ind.							1st Mortgage	700,000	7	March & Sept.	Charleston.
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885		2d Mortgage for \$300,000	145,000	7	"	"
2d Mortgage	2,693,000	7	"	"	93		Interest Certificates	228,086	7	Jan. & July.	"
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	"	1868		1st Mortgage for \$6,000,000	3,000,000	7	Jan. & July.	New York.
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876		North Missouri:				
Mifflin and Centre County:							1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885		Chattel Mortgage	377,365	10	April & Oct.	"
Milwaukee and Prairie du Chien:							2d Mortgage	274,500	7	"	"
1st Mortgage	390,500	7	Jan. & July.	New York.	1891		North Shore, S. I.:				
or as they will be on completion	3,582,000	8	changes—	New York.	18—		1st Mortgage	110,200	7	— & —	New York.
2d Mortgage	739,000	8	—	"	18—		Northern Central:				
Milwaukee and St. Paul:							1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.
1st Mortgage	5,361,000	7	Jan. & July.	New York.	1893		2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"
2d Mortgage and Income	1,500,000	7	April & Oct.	"	1884		3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	1884		Northern New Hampshire:				
Minnesota Valley:							Company Bonds	145,000	6	April & Oct.	Boston.
1st Mortgage \$6,000 per mile	100,000	7	Jan. & July.	New York.	1896		Northern New Jersey:				
Mississippi Central:							1st Mortgage	300,000	7	Jan. & July.	New York.
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—		North Western Virginia:				
2d Mortgage	1,517,000	8	Feb. & Aug.	"	18—		1st Mortgage	6	— & —	Baltimore.	
Tenn. State Loan	1,078,980	6	Jan. & July.	"	1896		2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"
							3d Mortgage (B. & O. R. R. Co.)	200,000	6	"	"

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.	\$339,000	8	March & Sept.	Office, N. Car.	1867	...	1st Mortgage.	\$100,000	8	March & Sept.	Providence.	1872	
New Loan for \$800,000.	...	8	"	"	1887	...	2d Mortgage.	50,000	8	June & Dec.	"	1877	
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.	500,000	7	May & Nov.	New York.	1890	
Ohio and Mississippi:							Raritan and Delaware Bay:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95	1st Mortgage, S. F. (6 m.)	1,000,000	7	March & Sept.	New York.	1888	
1st Mortgage, W. Div.	250,000	7	"	"	1872	...	2d Mortgage.	250,000	7	"	"	1888	
2d Mortgage, W. Div.	750,000	7	"	"	1874	...	Equipment Bonds, convertible.	208,000	7	"	"	1876	
Income, W. Div.	221,500	7	April & Oct.	"	1882	...	Tom's River Br. 1st Mort.	74,800	7	— & —	"	18—	
Old Colony and Newport:							Reading and Columbia:						
Company Bonds.	180,000	6	April & Oct.	Boston.	1877-69	96	1st Mortgage.	650,000	7	March & Sept.	Philadelphia.	1882	
Company Bonds.	223,000	6	Various.	"	77-84	...	2d Mortgage.	350,000	7	June & Dec.	"	1884	
Company Bonds.	2,467,000	6	"	"	75-76	...	Rensselaer and Saratoga:						
Orange, Alexandria & Manassas:							1st Mortgage (R. & S.).	150,000	7	Jan. & July.	New York.	1873	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	...	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	...	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	
2d Mort.	573,500	6	May & Nov.	Richmond.	1875	...	2d Mortgage (R. & S.).	450,000	7	Jan. & July.	"	'80-'87	
3d Mort.	"	6	March & Sept.	Alexandria	1880	...	Richmond and Danville:						
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	...	Virginia State Loan.	600,000	6	Jan. & July.	New York.	'87-'88	
Virginia State Loan of '58 & '59	249,962	7	"	"	92-93	...	Bonds guaranteed by Virginia.	200,000	7	"	"	'75-'76	
Oswego and Rome:							4th Mortgage.	423,000	7	Feb. & Aug.	"	1875	
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	...	4th Mortgage.	504,000	7	"	Richmond.	1873	
Income.	200,000	6	Feb. & Aug.	"	1891	...	Funded Interest.	82,100	7	"	N. Y. & Rich.	'69-'76	
Oswego and Syracuse:							Richmond and Fort Wayne:						
1st Mortgage.	498,500	6	Jan. & July.	New York.	1870-80	...	1st Mortgage, guaranteed.	—	7	— & —	New York.	18—	
2d Mortgage.	375,000	7	May & Nov.	"	1885	...	Rich, Frederickburg & Potomac:						
Pacific of Mo.:							Company Bonds, sterling.	57,333	6	Jan. & July.	London.	1875	
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	72-79	...	Company Bonds, dollar.	203,576	6	"	Richmond.	'69-'75	
Mortgage, construction.	1,500,000	7	"	"	68-70	...	Company Bonds, dollar.	271,399	7	"	"	'75-'79	
St. Louis.	700,000	6	"	St. Louis.	71-73	...	Richmond and Petersburg:						
1st (new) Mortgage for \$7,000,000	—	6*	Feb. & Aug.	New York.	1883	97	Company Bonds (coup. & reg.).	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Panama:							Company Bonds (coupons).	175,000	7	March & Sept.	Philadelphia.	1870	
1st Mortgage, Sterling.	416,000	7*	April & Oct.	London.	1870	...	1st Mortgage.	148,200	7	Jan. & July.	New York.	'69-'76	
1st Mortgage, Sterling.	346,000	7*	"	"	1875	...	Rockford, R. Island & St. Louis:						
2d Mortgage, Sterling.	1,912,000	7*	Feb. & Aug.	"	1872	...	1st Mortgage, convertible, free.	—	7*	Feb. & Aug.	N. Y. & Lond.	1910	95
Peninsula (C. & N. W.):							Rome, Watertown & Ogdensburg:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	...	1st Mortgage, Sinking Fund.	554,500	7	June & Dec.	New York.	1891	
Pennsylvania:							2d Mort.	37,000	7	March & Sept.	"	'68-'71	
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100	Sinking Fund (Watert. & Rome).	731,600	7	"	"	1880	
2d Mort.	2,557,000	6	April & Oct.	"	1875	98	1st Mort. (Potadam & Watert.).	611,500	7	June & Dec.	"	'69-'74	
2d M. stg.	2,283,840	6	"	"	1875	...	Rutland and Burlington:						
General Mortgage.	59,000	6	— & —	Philadelphia.	18—	...	1st Mortgage.	1,800,000	7	Feb. & Aug.	Boston.	1863	
State lien on whole property.	6,375,734	5	April & Oct.	Harrisburg.	1870	...	2d Mortgage.	937,500	7	"	"	1863	
Short Bonds and Debentures.	3,400,000	6	— & —	Philadelphia.	18—	...	3d Mortgage.	440,000	7	"	"	1863	
Pennsylvania Coal:							Sacramento Valley:						
1st Mortgage.	597,500	7	Feb. & Aug.	New York.	1881	...	1st Mortgage.	400,000	10*	Jan. & July.	New York.	1875	
Pensacola and Georgia:							2d Mortgage.	329,000	10*	Feb. & Aug.	San Francisco.	1881	
1st Mortgage.	1,185,300	7	Jan. & July.	New York.	18—	...	St. Joseph and Council Bluffs:						
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	...	1st Mortgage.	1,400,000	10	March & Sept.	New York.	1892	
2d Mortgage.	255,000	8	"	"	18—	...	St. Louis, Alton and Terre Haute:						
Peoria and Bureau Valley:							1st Mortgage (Series A).	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage.	600,000	8	Jan. & July.	New York.	18—	...	1st Mortgage (Series B).	1,100,000	7	April & Oct.	"	1894	84
Peoria, Pekin and Jacksonville:							2d Mortgage preferred (Series C).	1,400,000	7	Feb. & Aug.	"	1894	...
1st Mortgage for \$1,000,000.	550,000	7	Jan. & July.	New York.	1887	...	2d Mortgage preferred (Series D).	1,400,000	7	May & Nov.	"	1894	...
Petersburg:							2d Mortgage Income (Series E).	1,700,000	7	"	"	1894	...
Coupon Bonds.	66,400	7	Jan. & July.	Petersburg.	71-72	...	St. Louis and Iron Mountain:						
Philadelphia and Baltimore Cent.:							1st Mortgage for \$4,000,000.	—	7	Feb. & Aug.	New York.	1892	85
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	...	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	...
1st Mortgage (General).	5,000,000	6	"	"	1881	...	Equipment Bonds, free.	—	10	Jan. & July.	"	18—	
2d Mortgage.	4,000,000	7	"	"	1901	80	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.	600,000	6	"	"	1885	...	1st Mort. S.F. guar. for \$4,000,000.	—	8	J. A. J. & O.	New York.	1900	...
Philadelphia, German. & Norist. Convertible Loan.	116,100	6	Jan. & July.	Philadelphia.	1882	...	St. Paul and Pacific 1st Division:						
Philadelphia and Reading:							1st Mortgage (10 miles).	400,000	8	March & Sept.	New York.	1892	
Bonds of 1849.	2,656,600	6	April & Oct.	Philadelphia.	1870	105	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	
Bonds of 1861.	106,000	6	Jan. & July.	"	1871	...	2d Mortgage and Land Grant.	1,200,000	7	June & Dec.	"	1892	
Bonds of 1836-43-44-48 and 49.	2,497,800	6	"	"	1880	91	General Mort. stg. for \$780,000.	—	7*	Jan. & July.	London.	18—	
Bonds of 1857, convertible.	171,000	6	"	"	1886	...	General Mort. dol. for \$7,000,000.	—	7	"	New York.	18—	
Bonds of 1836, Sterling.	182,400	5*	"	"	1880	...	Salem:						
Bonds of 1836, Sterling conv.	288,000	7*	April & Oct.	Philadelphia.	1893	...	1st Mortgage.	100,000	7	Jan. & July.	Philadelphia.	18—	
Mort. bonds of '68, clear of taxes.	—	7	"	"	72-77	...	1st Mortgage.	226,900	6	— & —	Boston.	1876	96
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	...	1st Mortgage.	981,000	7	Feb. & Aug.	New York.	1900	...
Philadelphia, Wilmington and Bait. Mortgage Loan, convertible.	411,000	6	Jan. & July.	Philadelphia.	1884	...	3d Mortgage.	148,000	7	— & —	"	18—	
Bonds of 1866.	1,000,000	6	April & Oct.	"	71-76	...	1st Mortgage.	1,290,000	7	Jan. & July.	New York.	1875	...
Bonds of 1867.	415,000	6	"	"	1887	...	Funded Coupons.	818,200	7	"	"	1875	...
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	...	1st Mortgage.	1,761,213	6	March & Sept.	Philadelphia.	1872	
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	...	3d Mortgage.	3,980,670	6	Jan. & July.	"	1882	
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.	362,500	6	May & Nov.	"	1870	
1st Mortgage (Series A).	875,000	7	Jan. & July.	New York.	1912	105	1st Mortgage.	97,000	6	Jan. & July.	Philadelphia.	18—	
1st Mortgage (Series B).	875,000	7	Feb. & Aug.	"	1912	...	1st Mortgage.	79,873	—	— & —	"	—	
1st Mortgage (Series C).	875,000	7	March & Sept.	"	1912	...	2d Mortgage.	52,000	—	— & —	New York.	1880	
1st Mortgage (Series D).	875,000	7	April & Oct.	"	1912	...	3d Mortgage.	665,000	—	— & —	"	1870	
1st Mortgage (Series E).	875,000	7	May & Nov.	"	1912	...	Selma, Rome and Dalton:						
1st Mortgage (Series F).	875,000	7	June & Dec.	"	1912	98	1st Mortgage.	838,000	7	Jan. & July.	New York.	1872	
2d Mortgage (Series G).	860,000	7	Jan. & July.	"	1912	...	2d Mort.	241,100	7	"	"	1864	
2d Mortgage (Series H).	860,000	7	Feb. & Aug.	"	1912	...	Gen. Mort. (S.R.&D.) free of tax.	3,000,000	7	April & Oct.	"	1887	
2d Mortgage (Series I).	860,000	7	March & Sept.	"	1912	...	Shamokin Valley and Pottsville:						
2d Mortgage (Series K).	860,000	7	April & Oct.	"	1912	...	1st Mortgage.	700,000	7	Feb. & Aug.	Philadelphia.	1872	
2d Mortgage (Series L).	860,000	7	May & Nov.	"	1912	...	1st Mortgage.	1,000,000	7	April & Oct.	New York.	1898	
2d Mortgage (Series M).	860,000	7	June & Dec.	"	1912	...	2d Mortgage (Gov. subsidy).	1,000,000	6	Jan. & July.	"	1898	
3d Mortgage.</td													

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.)							West Chester and Philadelphia:						
1st Mortgage, reconstruction	\$55,000	7	March & Sept.	New Haven.	1880		1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	
South Carolina:							2d Mortgage, registered	562,000	8	April & Oct.	"	1878	
Sterling Bonds £452,912	2,612,944	5*	Jan. & July.	London.	'71-'85		West Jersey:						
Sterling Bonds £54,031	282,366	5*	"	Charleston.	'71-'85		Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93
Domestic Bonds	617,167	6	various.	"	'68-'74		Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	
Domestic Bonds	595,500	7	"	"	'68-'72		Western (Boston and Albany):						
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91		Sterling Loans, £89,900	4,319,520	5*	April & Oct.	London.	'68-'71	
South Shore:							Dollar Bonds	936,500	6	"	Boston.	1875	98
1st Mortgage	150,000	6	Jan. & July.	Boston.	18-		Western Maryland:						
South Side, Va.:							1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	
Virginia State Loan	800,000	6	Jan. & July.	New York.	'87		1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	
2d Mort. guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75		2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1890	
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68		2d M. for \$300,000, end. by W. Co.	150,000	6	"	"	1890	
4th Mortgage	314,900	6	"	"	"		Western Pennsylvania:						
5th Mortgage	119,000	8	"	"	'70-'72		1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18-	82
South Side, L. I.:							1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	
1st Mortgage	750,000	7	March & Sept.	New York.	1887		Wills Valley:						
South Western:							1st M. for \$1,000,000 end. by Ala.						
1st Mortgage	437,000	8	various.	Macon.	'75-'85		Wilm., Charlotte & Rutherford:						
South West Pacific:							N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871		1st Mortgage, guar. by State						
Southern Minnesota:							Wilmington and Manchester:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885		1st Mortgage	596,000	7	June & Dec.	New York.	1866	
Springfield and Columbus:							2d Mortgage	200,000	7	May & Nov.	"	1873	
1st Mortgage	150,000	7	Jan. & July.	New York.	1871		Income Bonds	180,000	7	March & Sept.	Wilmington.	1864	
State Island:							Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	
1st Mortgage	200,000	7	Jan. & July.	New York.	1886		Consol. Mortgage for \$2,000,000		7	May & Nov.	New York.	'92-'92	
Steubenville and Indiana:							Wilmington and Weldon:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870		1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	
Sullivan:							2d Mortgage, Sterling	197,777	7*	"	"	1886	91
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875		Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	
2d Mortgage	250,000	6	Feb. & Aug.	"	1880		Winchester and Alabama:						
Syracuse, Binghamton and N. Y.:							Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88-'90	
1st Mortgage	1,721,614	7	April & Oct.	New York.	1876		St. G. State Loan	85,333	6	August.	Richmond.		
Tallahassee:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	
1st Mortgage	206,000	7	Jan. & July.	New York.	18-		Winona and St. Peter:						
Tioga:							1st Mortgage (C. & N. W.):						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872		Wrightsville, York & Gettysburg:						
Toledo, Logansport & Burlington:							1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884		York and Cumberland (N. Cent.):						
Toledo, Peoria and Warsaw:							1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86	2d Mortgage	25,000	6	Jan. & July.	"	1871	
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	84	3d Mortgage	500,000	6	"	"	1877	
Toledo, Wabash and Western:							CANAL BONDS:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91	Chesapeake and Delaware:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890		1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	84	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871		1st Mortgage						
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	76	Delaware and Hudson:						
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871		1st Mortgage	531,000	7	March & Sept.	New York.	1870	
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907		1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	
Troy and Boston:							Delaware and Raritan (See Camden and Ambro. R. R.):						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887		1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	
2d Mortgage	300,000	7	April & Oct.	"	1885		Interest Bonds	161,960	7	"	"	18-	
3d Mortgage	650,000	7	May & Nov.	"	1875		Illinois and Michigan:						
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882		Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	
Troy Union:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873		Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	
2d Mortgage, guaranteed	180,000	6	"	"	1877		Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	Baltimore.	1885	
Union and Logansport:							Lehigh Coal and Navigation:						
1st Mortgage	1,824,000	7	June & Dec.	New York.	1905		1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	
Union Pacific:							2d Loan	5,606,122	6	"	"	1884	
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102	3d Loan	2,000,000	6	"	"	1897	
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"	1897-8		Gold Loan	4,375,000	5*	June & Dec.	"	1897	90
Union Pacific—Central Branch:							Convertible Loan	1,201,850	6	"	"	1877	
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895		1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895		2d Mortgage	57,000	6	"	"	1885	
Union Pacific—Eastern Division:							Boat Loan	232,087	6	"	"	1885	
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102	North Branch:						
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	"	1895		1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	
Vermont Central:							Schuylkill Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	79	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40	2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69
Equipment Loan	1,000,000	8	"	"	18-	103	Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Vermont and Massachusetts:							Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883		Coupon Bonds	1,250,000	6	"	Baltimore.	1878	58
Vermont Valley:							Preferred Interest Bonds	325,000	6	"	"	1894	
1st Mortgage	386,000	7	April & Oct.	New York.	1860		Union (Pa.):						
1st Mortgage	114,000	6	"	Boston.	1860		1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	
2d Mortgage	293,200	7	"	New York.	1859		2d Mortgage	750,000	6	Jan. & July.	Philadelphia.	1878	
Vicksburg and Meridian:							West Branch and Susquehanna:						
Consol. Mortgage for \$3,500,000							1st Mortgage, sinking fund						
Virginia Central:							1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	
State Loan	210,000	6	Jan. & July.	New York.	1891		Wyoming Valley:						
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880		1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	
2d Mortgage	206,500	6	"	"	1872		Wyoming Valley:						
3d Mortgage	983,000	6	"	"	1884		1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	
Income and other unsecured bds	116,125	8	"	"	1872		MISCELLANEOUS BONDS:						
Virginia and Tennessee.							American Dock & Improvement:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	65	Bonds guar. by C.R.R. Co., N.J.						
2d Mortgage	23,500	6	"	"	1879		Consolidated (Md.) Coal:	2,000,000	7	Jan. & July.	New York.	1886	95
3d Mortgage	988,000	6	"	"	1884		1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	
Salt Works Branch Bonds	9,500	6	"	"	1861		Pennsylvania Coal:	597,000	7	Feb. & Aug.	Philadelphia.	1881	
Income Bonds	314,000	6	"	"	1866		Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	
Funding Bonds	866,000	8	"	"	18-		Western Union Telegraph:						
Warren:							1st Mortgage, convertible	4,867,000	7	May & Nov.	New York.	1875	
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875		Bonds of American Tel. Co.	89,500	7	Jan. &amp			

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in *Italics*. State and Railroads are distinguished by a *dot*.

## Abstract of General Balance Sheet.

Railroad	Property and Assets.		Liabilities.		Operations.		Earnings.	Value of Shares.
	Railroad.	Accounts and Cash.	Assets	Bonds.	Passenger.	Gross.		
Sept. 30, 1867	M. M.	M. M.	M. M.	M. M.	M. M.	M. M.	M. M.	M. M.
Sept. 30, 1867	25.0	0.4 157.0	1	2	124	124	10.00	100.00
Sept. 30, 1867	114.0	8.9	14	6	56	56	10.00	100.00
Sept. 30, 1867	108.0	9.9	32.0	15	15	15	10.00	100.00
Oct. 31, 1867	132.0	12.0	48.0	12	10	102	10.00	100.00
Oct. 31, 1867	202.5	6.0	3.7	7	8	3	101	100.00
Nov. 30, 1867	23.0	1.8	—	—	—	—	—	100.00
Jun. 30, 1867	86.7	8.2	18	6	5	78	Atlanta and West Point	100.00
Sept. 30, 1867	387.3	38.7	38.7	2	124	124	10.00	100.00
Oct. 31, 1867	236.0	49.0	12.1	21	56	56	10.00	100.00
May 31, 1867	94.9	7.7	9	6	62	62	10.00	100.00
Jun. 30, 1867	140.0	1.5	25.0	17	61	61	10.00	100.00
Sept. 30, 1867	186.7	0.5	0.5	2	3	4	10.00	100.00
Sept. 30, 1867	329.6	—	245.3	32	32	32	10.00	100.00
Sept. 30, 1867	1,050,000	—	1,050,000	—	—	—	100.00	100.00
Sept. 30, 1867	500,000	—	500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,000,000	—	1,000,000	—	—	—	100.00	100.00
Sept. 30, 1867	1,500,000	—	1,500,000	—	—	—</		

Dec. 31, 1867	137.9	49.9	60.3	780	Cleveland, Columbus & Cincinnati, Ohio. 4,047,500	843,360	1,477,513	462,584	6,000,000	425,000	187.8	1,23,750	18,477,257			
Dec. 31, 1867	77.0	11.0	32.0	58	Cleveland, and Mahoni & Co., Ohio. 3,669,000	986,337	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Oct. 31, 1867	96.6	40.7	42.1	31	Cleveland, and Paines & Ash, Ohio & Penn. 3,882,080	986,337	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Oct. 31, 1867	101.0	57.0	63	37	Cleveland and Toledo. Ohio. 9,460,150	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
May 31, 1867	118.0	33.0	17.0	39	Cleveland and Toledo. Ohio. 9,460,150	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Feb. 12, 1868	588.0	12.0	40	38	Columbus and Xenia. Ohio. 1,464,078	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Nov. 30, 1867	54.7	12.5	28	26	Concord, and Columbus and Xenia. Ohio. 1,500,000	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Mar. 31, 1867	94.6	9.0	18.6	28	Concord and Claremont. New Hampshire. 1,500,000	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Mar. 31, 1867	21.0	10.0	11.0	11	Connecticut and Passumpsic. R. I. 3,063,986	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
May 31, 1867	50.0	3.4	12.1	14	Connecticut River. Massachusetts. 1,747,254	189,716	96,741	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458		
Nov. 30, 1867	6.8	9.6	9.6	9	Connecting (Phil.). Pennsylvania. 2,000,035	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Oct. 31, 1867	14.6	—	—	—	Contoocook River. New Hampshire. 257,000	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Feb. 29, 1868	53.0	4	2	2	Council Bluffs and St. Joseph. Iowa. 1,500,000	974,601	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458			
Dec. 31, 1867	34.0	3.0	14	14	Cumberland and Pennsylvania. Maryland. 1,703,498	955,719	100,221	231,722	231,722	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Sep. 30, 1867	75.0	8.2	6.0	5	Cumberland and Pennsylvania. Penn. & Md. 1,610,951	955,719	34,256	48,086	400,000	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	24.0	2.6	5	5	Cumberland and Norwalk. Connecticut. 2,259,000	955,719	36,300	210,301	342,500	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Mar. 31, 1868	144.0	—	—	—	Dayton and Union. Ohio. 630,000	955,719	11,500	11,500	63,000	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	33.0	7.0	5	5	Dayton and Western. Ohio. 1,087,779	955,719	11,500	11,500	63,000	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	36.0	2.8	2.8	2.8	Dayton and Western. Delaware. 1,632,171	955,719	11,500	11,500	63,000	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	84.0	—	—	—	Delaware, Lack and Western. Penn. 9,616,641	3,297,764	4,517,520	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458		
Oct. 31, 1867	94.4	9.4	9.4	9.4	Des Moines and Milwaukee. Wisconsin. 5,607,730	955,719	141,161	144,200	2,647,350	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	18.0	16.0	16.0	16	Dover and Wilmington. New Hampshire. 825,199	955,719	273,910	188,944	94,767	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	183.5	2.6	2.6	2.6	Dover and Stony City. Iowa. 5,257,043	955,719	40,151	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	143.5	—	—	—	Dubuque and St. Louis. Iowa. 1,330,312	955,719	107,398	94,767	94,767	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Sept. 30, 1867	36.0	—	—	—	Dubuque and Columbia Counties. Iowa. 1,330,312	955,719	107,398	94,767	94,767	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	84.0	—	—	—	East Brandywine and Waynesburg. Penn. 9,616,641	3,297,764	50,867	168,000	2,000	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	162.0	9.4	9.4	9.4	Eastern Shore. Maryland. 5,607,730	955,719	141,161	144,200	2,647,350	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	18.0	16.0	16.0	16	Elmira and Williamsport. Penn. & N. Y. 5,607,730	955,719	273,910	188,944	94,767	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	183.5	2.6	2.6	2.6	Elmira and Williamsport. New York. 49,524,730	955,719	40,151	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	European and North American. N. Y. 1,703,777	955,719	107,398	94,767	94,767	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	47.0	—	—	—	Fairfield and Kentucky. Tenn. 1,717,500	955,719	107,398	94,767	94,767	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Sept. 30, 1867	84.0	2.9	2.9	2.9	Falmouth, Jefferson and Gainesville. N. Y. 500,000	955,719	141,161	144,200	2,647,350	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	78.0	16.0	16.0	16	Fall River, Warren and Providence. R. I. 5,607,730	955,719	273,910	188,944	94,767	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Sept. 30, 1867	46.0	9.7	9.7	9.7	Fayette County. Pennsylvania. 1,985,083	955,719	29,276	87,517	107,398	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Oct. 31, 1867	18.0	8.4	8.4	8.4	Fingerling. Pennsylvania. 1,985,083	955,719	40,226	54,738	64,667	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Jun. 30, 1867	110.8	30.0	30.0	30	Flint and Holly. Michigan. 1,756,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Jun. 30, 1867	130.0	—	—	—	Flemington and Worcester. Massachusetts. 3,540,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Jun. 30, 1867	13.0	—	—	—	Freight and P. & P. Margate. New Jersey. 375,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Jun. 30, 1867	108.0	—	—	—	Freight, Atlantic and Gulf. Central Florida. Florida. 3,000,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Jamesburg. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—	Freight, and Newark. New Jersey. 300,000	955,719	60,000	114,861	115,978	1,477,513	462,584	6,000,000	425,000	187.8	1,20,519	1,663,458
Dec. 31, 1867	13.0	—	—	—												

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

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## Abstract of General Balance Sheet.

Property and Assets.		Liabilities.					
		Accounts.			Surplus Income.		
Railroad.	Assets.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	
	Rolling Stock.						
1. 223,356	621,772			1,325,000	2,273,296	98,880	
1. 1,340,250				840,250	500,000	840,250	
2. 675,100				8,738,800	7,980,286	866,111	
3. 4,455,000				10,171,400	4,457,000	241,200	
4. 386,000				265,708	265,708	*	
5. 654,265				29,625	7,186	63,000	
6. 1,704,058				3,572,400	1,589,000	36,936	
7. 278,055	024,683			2,646,100	866,000	4,448	
8. 2,647,438				206,000	75,000	2,160	
9. 1,460,662				31,032	3,135,387	415,000	
10. 1,820,080	*			682,803	825,000	18,106	
11. 1,435,649	401,311			258,784	48,638	833,000	
12. 1,632,645	*			48,154	6,124	59,584	
13. 1,683,680	*			1,683,680	509,845	549,620	
14. 1,191,973,374				30,275	6,944	1,000,000	
15. 832,885				600,000	600,000	600,000	
16. 883,327	196,641			14,256,235	4,185,386	660,064	
17. 1,004,000	*			64,346	1,500,000	764,000	
18. 825,000				1,600,860	2,534,120	256,000	
19. 1,897,202	*			1,876,915	2,925,120	1,000,000	
20. 4,212,301				1,000,000	1,000,000	1,000,000	
21. 1,000,000				1,000,000	1,000,000	1,000,000	
22. 10,094,702	*			14,256,235	4,185,386	660,064	
23. 1,000,000				64,346	1,500,000	764,000	
24. 1,097,980	1,176,256	595,844	5,312,725	3,306,530	666,635	30,171	379,076
25. 595,000	*			1,682,000	1,682,000	1,682,000	
26. 1,000,000	*			1,000,000	1,000,000	1,000,000	
27. 1,000,000	*			1,000,000	1,000,000	1,000,000	
28. 1,000,000	*			1,000,000	1,000,000	1,000,000	
29. 1,000,000	*			1,000,000	1,000,000	1,000,000	
30. 1,000,000	*			1,000,000	1,000,000	1,000,000	
31. 1,000,000	*			1,000,000	1,000,000	1,000,000	
32. 1,000,000	*			1,000,000	1,000,000	1,000,000	
33. 1,000,000	*			1,000,000	1,000,000	1,000,000	
34. 1,000,000	*			1,000,000	1,000,000	1,000,000	
35. 1,000,000	*			1,000,000	1,000,000	1,000,000	
36. 1,000,000	*			1,000,000	1,000,000	1,000,000	
37. 1,000,000	*			1,000,000	1,000,000	1,000,000	
38. 1,000,000	*			1,000,000	1,000,000	1,000,000	
39. 1,000,000	*			1,000,000	1,000,000	1,000,000	
40. 1,000,000	*			1,000,000	1,000,000	1,000,000	
41. 1,000,000	*			1,000,000	1,000,000	1,000,000	
42. 1,000,000	*			1,000,000	1,000,000	1,000,000	
43. 1,000,000	*			1,000,000	1,000,000	1,000,000	
44. 1,000,000	*			1,000,000	1,000,000	1,000,000	
45. 1,000,000	*			1,000,000	1,000,000	1,000,000	
46. 1,000,000	*			1,000,000	1,000,000	1,000,000	
47. 1,000,000	*			1,000,000	1,000,000	1,000,000	
48. 1,000,000	*			1,000,000	1,000,000	1,000,000	
49. 1,000,000	*			1,000,000	1,000,000	1,000,000	
50. 1,000,000	*			1,000,000	1,000,000	1,000,000	
51. 1,000,000	*			1,000,000	1,000,000	1,000,000	
52. 1,000,000	*			1,000,000	1,000,000	1,000,000	
53. 1,000,000	*			1,000,000	1,000,000	1,000,000	
54. 1,000,000	*			1,000,000	1,000,000	1,000,000	
55. 1,000,000	*			1,000,000	1,000,000	1,000,000	
56. 1,000,000	*			1,000,000	1,000,000	1,000,000	
57. 1,000,000	*			1,000,000	1,000,000	1,000,000	
58. 1,000,000	*			1,000,000	1,000,000	1,000,000	
59. 1,000,000	*			1,000,000	1,000,000	1,000,000	
60. 1,000,000	*			1,000,000	1,000,000	1,000,000	
61. 1,000,000	*			1,000,000	1,000,000	1,000,000	
62. 1,000,000	*			1,000,000	1,000,000	1,000,000	
63. 1,000,000	*			1,000,000	1,000,000	1,000,000	
64. 1,000,000	*			1,000,000	1,000,000	1,000,000	
65. 1,000,000	*			1,000,000	1,000,000	1,000,000	
66. 1,000,000	*			1,000,000	1,000,000	1,000,000	
67. 1,000,000	*			1,000,000	1,000,000	1,000,000	
68. 1,000,000	*			1,000,000	1,000,000	1,000,000	
69. 1,000,000	*			1,000,000	1,000,000	1,000,000	
70. 1,000,000	*			1,000,000	1,000,000	1,000,000	
71. 1,000,000	*			1,000,000	1,000,000	1,000,000	
72. 1,000,000	*			1,000,000	1,000,000	1,000,000	
73. 1,000,000	*			1,000,000	1,000,000	1,000,000	
74. 1,000,000	*			1,000,000	1,000,000	1,000,000	
75. 1,000,000	*			1,000,000	1,000,000	1,000,000	
76. 1,000,000	*			1,000,000	1,000,000	1,000,000	
77. 1,000,000	*			1,000,000	1,000,000	1,000,000	
78. 1,000,000	*			1,000,000	1,000,000	1,000,000	
79. 1,000,000	*			1,000,000	1,000,000	1,000,000	
80. 1,000,000	*			1,000,000	1,000,000	1,000,000	
81. 1,000,000	*			1,000,000	1,000,000	1,000,000	
82. 1,000,000	*			1,000,000	1,000,000	1,000,000	
83. 1,000,000	*			1,000,000	1,000,000	1,000,000	
84. 1,000,000	*			1,000,000	1,000,000	1,000,000	
85. 1,000,000	*			1,000,000	1,000,000	1,000,000	
86. 1,000,000	*			1,000,000	1,000,000	1,000,000	
87. 1,000,000	*			1,000,000	1,000,000	1,000,000	
88. 1,000,000	*			1,000,000	1,000,000	1,000,000	
89. 1,000,000	*			1,000,000	1,000,000	1,000,000	
90. 1,000,000	*			1,000,000	1,000,000	1,000,000	
91. 1,000,000	*			1,000,000	1,000,000	1,000,000	
92. 1,000,000	*			1,000,000	1,000,000	1,000,000	
93. 1,000,000	*			1,000,000	1,000,000	1,000,000	
94. 1,000,000	*			1,000,000	1,000,000	1,000,000	
95. 1,000,000	*			1,000,000	1,000,000	1,000,000	
96. 1,000,000	*			1,000,000	1,000,000	1,000,000	
97. 1,000,000	*			1,000,000	1,000,000	1,000,000	
98. 1,000,000	*			1,000,000	1,000,000	1,000,000	
99. 1,000,000	*			1,000,000	1,000,000	1,000,000	
100. 1,000,000	*			1,000,000	1,000,000	1,000,000	
101. 1,000,000	*			1,000,000	1,000,000	1,000,000	
102. 1,000,000	*			1,000,000	1,000,000	1,000,000	
103. 1,000,000	*			1,000,000	1,000,000	1,000,000	
104. 1,000,000	*			1,000,000	1,000,000	1,000,000	
105. 1,000,000	*			1,000,000	1,000,000	1,000,000	
106. 1,000,000	*			1,000,000	1,000,000	1,000,000	
107. 1,000,000	*			1,000,000	1,000,000	1,000,000	
108. 1,000,000	*			1,000,000	1,000,000	1,000,000	
109. 1,000,000	*			1,000,000	1,000,000	1,000,000	
110. 1,000,000	*			1,000,000	1,000,000	1,000,000	
111. 1,000,000	*			1,000,000	1,000,000	1,000,000	
112. 1,000,000	*			1,000,000	1,000,000	1,000,000	
113. 1,000,000	*			1,000,000	1,000,000	1,000,000	
114. 1,000,000	*			1,000,000	1,000,000	1,000,000	
115. 1,000,000	*			1,000,000	1,000,000	1,000,000	
116. 1,000,000	*			1,000,000	1,000,000	1,000,000	
117. 1,000,000	*			1,000,000	1,000,000	1,000,000	
118. 1,000,000	*			1,000,000	1,000,000	1,000,000	
119. 1,000,000	*			1,000,000	1,000,000	1,000,000	
120. 1,000,000	*			1,000,000	1,000,000	1,000,000	
121. 1,000,000	*			1,000,000	1,000,000	1,000,000	
122. 1,000,000	*			1,000,000	1,000,000	1,000,000	
123. 1,000,000	*			1,000,000	1,000,000	1,000,000	
124. 1,000,000	*			1,000,000	1,000,000	1,000,000	
125. 1,000,000	*			1,000,000	1,000,000	1,000,000	
126. 1,000,000	*			1,000,000	1,000,000	1,000,000	
127. 1,000,000	*			1,000,000	1,000,000	1,000,000	
128. 1,000,000	*			1,000,000	1,000,000	1,000,000	
129. 1,000,000	*			1,000,000	1,000,000	1,000,000	
130. 1,000,000	*			1,000,000	1,000,000	1,000,000	
131. 1,000,000	*			1,000,000	1,000,000	1,000,000	
132. 1,000,000	*			1,000,000	1,000,000	1,000,000	
133. 1,000,000	*			1,000,000	1,000,000	1,000,000	
134. 1,000,000	*			1,000,000	1,000,000	1,000,000	
135. 1,000,000	*			1,000,000	1,000,000	1,000,000	
136. 1,000,000	*			1,000,000	1,000,000	1,000,000	
137. 1,000,000	*			1,000,000	1,000,000	1,000,000	
138. 1,000,000	*			1,000,000	1,000,000	1,000,000	
139. 1,000,000	*			1,000,000	1,000,000	1,000,000	
140. 1,000,000	*			1,000,000	1,000,000	1,000,000	
141. 1,000,000	*			1,000,000	1,000,000	1,000,000	
142. 1,000,000	*			1,000,000	1,000,000	1,000,000	
143. 1,000,000	*			1,000,000	1,000,000	1,000,000	
144. 1,000,000	*			1,000,000	1,000,000	1,000,000	
145. 1,000,000	*			1,000,000	1,000,000	1,000,000	
146. 1,000,000	*			1,000,000	1,000,000	1,000,000	
147. 1,000,000	*			1,0			



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

### Abstract of General Balance Sheet

## Abstract of General Statistics.

CANALS, &c.

**CITY PASSENGER RAILROAD SHARE AND BOND LISTS.**

**PASSENGER RAILROAD SHARE LIST**

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length completed : equal in single trip.	Equipment.		Companies.
		Car.	Se.	
1861	1000	1000	1000	1000

of Road and Equipment.	Capital in	Indebted- ness.	Earnings.	Dividends on paid Capital.	Value, at Price.
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## PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	Rate.	INTEREST.	Pay- able.	Prin- cipal pay- able.	Market Value.
	\$	per cent.	Months.	Year.	Var.	p. c.
ay (Brooklyn): Estate Mortgage	27,500	7	J. & J.	1884	—	—
ay & 7th Avenue: Mortgage	500,000	7	J. & D.	1884	—	—
yn, Bath & Coney Is'd: Mortgage	80,000	7	J. & J.	1883	—	—
yn and Rockaway: Mortgage	35,000	7	J. & J.	—	—	—
yn Centr. & Jamaica: Mortgage	498,000	7	J. & D.	1870	—	—
yn City: Mortgage	170,000	7	J. & J.	1872	—	—
yn City & Newtown: Mortgage	200,000	7	J. & J.	1872	—	—
yn City & Ridgewood: Mortgage	20,000	7	J. & J.	1884	—	—
idge: Mortgage	150,000	6	J. & J.	1883	89	—
l Park, East & North River: Mortgage	550,000	7	J. & J.	1874	—	—
ne (Pittsburg): Mortgage	56,300	7	J. & J.	1870	—	—
Island and Brooklyn: Mortgage	148,000	7	J. & J.	1873	—	—
ore County: Mortgage	6,500	7	—	—	—	—
ester: Estate Mortgage	5,000	6	—	—	—	—
ck, E. B'dw. & Battery: Mortgage	550,000	7	J. & J.	—	—	—
Avenue: Mortgage	160,000	7	J. & J.	—	—	—
second street: Mortgage	127,150	7	J. & J.	1873	—	—
l Estate: ford and Southwark: Mortgage	134,500	7	J. & J.	—	—	—
ford and Philadelphia: Mortgage	200,000	7	J. & J.	1869	90	—
ntown: Mortgage	50,000	7	—	—	—	—
and Coates St.: Mortgage	350,000	7	J. & J.	1869	—	—
m Br. Morris'ad Ford'm: Mortgage	100,000	7	J. & J.	1870	93	—
erville Mantua & Fair- mount: Mortgage	124,000	7	J. & J.	—	—	—
ken and Weehawken: Mortgage	60,000	7	M. & S.	1872	—	—
and Boston: Mortgage [road]:	50,000	6	J. & J.	71-72	91	—
en and Melrose: Mortgage sua anted.	58,727	6	—	1880	—	—
ord and Charlestown: Mort. [Winter St. Br.]: less ex:	9,600	6	—	—	—	—
Mortgage	38,000	—	—	—	—	—
iden & Melrose bonds.	46,971	—	—	—	—	—
al Estate	6,000	—	—	—	—	—
h Avenue: Mortgage	112,000	7	—	—	—	—
h Philadelphia: Mortgage	100,000	7	—	1869	—	—
go and Newark: Mortgage Broad street:	100,000	7	J. & J.	1881	—	—
“ O. & Newark	100,000	7	J. & J.	1880	—	—
Mortgage “	100,000	7	J. & J.	1883	—	—
delphia City: Mortgage	140,000	6	J. & J.	1870	8	—
delphis and Darby: Mortgage	17,000	7	J. & J.	1870	—	—
and Gray's Ferry: Mortgage	15,500	7	J. & J.	1869	—	—
b. Allegh'y & Manch.: Mortgage	35,000	7	J. & J.	1871	—	—
burg & Birmingham: Mortgage	10,600	7	J. & J.	1870	—	—
burg & East Liberty: Mortgage	87,000	7	J. & J.	1871	—	—
ay: in bonds	58,400	—	M. & S.	1868	—	—
mond and Schuykill: Mortgage	30,000	7	J. & J.	1870	—	—
ester City & Brighton: Mortgage	100,000	7	J. & J.	—	—	—
nd Avenue: Mortgage	520,000	7	J. & D.	1867	—	—
d and Third Street: Mortgage	100,000	7	J. & J.	1868	9	—
nd Avenue: Mortgage	114,200	7	J. & J.	1869	10	—
al Estate bonds	1,000,000	7	J. & J.	1870	—	—
al Estate Mortgage	300,000	6	J. & D.	1875	—	—
ay and Waterville: Mortgage	100,000	7	—	—	—	—
Brunt, st & Erie Basin: Mortgage	12,000	7	J. & J.	—	—	—
Hoboken & Hoboken: Mortgage	60,000	7	M. & N.	1878	—	—
al Philadelphia: Mortgage	100,000	7	J. & J.	1869	—	—

## PREFERRED &amp; GUARANTEED STOCKS.

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out-standing.	Div'ds	Rate.	Paid.	Market Price
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	...	...
Berkshire*, guaranteed.	600,000	7	7	...	...
Blossburg and Corning* guar.	250,000	5	5	...	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	...	...
Buffalo, N. York and Erie, * guar.	950,000	7	7	...	...
Camden and Atlantic, pref.	600,000	7	7	21	...
Catavissa, * pref. and guar.	2,200,000	7	7	33	...
Cayuga and Susquehanna*, * guar.	589,110	9	...	...	...
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	...	...	...
Central Ohio, preferred.	400,000	7	7	...	...
Chemung, * guar.	380,000	8	6	...	...
Cheshire, preferred.	2,017,815	7	3	684	...
Chicago and Alton, pref.	2,425,400	7	10	152	...
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	...	...	...
Chicago and Northwestern, pref.	14,780,125	7	10 <sup>2</sup>	88	...
Cleveland and Mahoning, * guar.	2,056,000	7	7	...	...
Cleveland and Toledo, * † guar.	6,250,000	3 <sup>1</sup>	...	...	...
Cochecho, preferred.	177,750	8	...	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91	...
Cumberland Valley, 1st pref.	241,900	8	8	...	...
“ “ 2d pref.	242,000	8	8	...	...
Delaware, * guaranteed.	594,261	6	6	...	...
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	...	...	...
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	7	93	...
Dubuque Southwestern, pref.	330,308	7	7	...	...
Eastern (N. H.), * guaranteed.	492,500	8	8	...	...
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	...	...
Elmira and Williamsport, * guar.	500,000	5	5	...	...
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	...	...
Eric, preferred.	8,536,910	7	7	704	...
Hannibal and St. Joseph, pref.	5,253,836	8	8	...	...
Harrisburg and Lancaster, * guar.	1,182,550	7	7	...	...
Housatonic, preferred.	1,180,000	8	4	...	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3 <sup>1</sup>	...	...
Joliet and Chicago, * guar.	1,500,000	7	7	...	...
Joliet and Northern Indiana, * guar.	300,000	8	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...	...
Leeds and Farmington, * guar.	2,646,100	7	7	...	...
Little Schuylkill, * guar.	211,122	9	9	...	...
Louisville, Cincinnati and Lexington, preferred.	4,051,744	6	...	...	...
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	...	...
“ “ 2d pref.	323,375	10	10	...	...
Manchester and Lawrence, *.	1,000,000	9	...	...	...
Michigan Southern, guaranteed.	586,800	10	10	...	...
Mill Creek and Mine Hill, * guar.	3,214,250	8	8	...	...
Milwaukee and P. du Chien, 1st pref.	1,014,000	7	7	...	...
“ “ 2d pref.	8,050,892	7	7	93	...
Milwaukee and St. Paul, preferred.	3,775,000	8	8	...	...
Mine Hill and Schuylkill Haven, * guaranteed.	282,250	12	12	...	...
Mount Carbon & Pt. Carbon, * guar.	1,344,000	2	...	...	...
New Haven and Northampton, *.	1,500,000	8	8	...	...
New York and Harlem, pref.	1,000,000	6	6	...	...
North Eastern (S. C.) preferred.	155,000	8	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	101 <sup>1</sup>	...
Ohio and Mississippi, pref.	3,500,000	7	7	...	...
Paterson and Hudson, * guar.	630,000	8	8	...	...
Paterson and Ramapo, * guar.	248,000	5	5	...	...
Peoria and Bureau Valley, * guar.	1,200,000	6	6	...	...
Philadelphia and Erie, *.	5,996,700	10	10	...	...
Philadelphia and Reading, pref.	1,551,800	10	...	...	...
Philadelphia and Trenton, * guar.	1,098,120	10	...	...	...
Pittsfield and North Adams, * guar.	450,000	6	6	...	...
Portland, Sago & Portsmouth, * guar.	202,400	6	6	...	...
Portland and Concord, *.	1,500,000	6	6	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	350,000	7	7	...	...
Rochester and Genesee Valley, *.	142,900	7	7	...	...
Rutland, preferred.	557,600	7	7	...	...
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63 <sup>1</sup>	...
Sandusky and Cincinnati, pref.	445,596	6	6	...	...
Schuylkill Valley, * guar.	576,050	5	5	...	...
Shamokin Valley & Pottsville, * guar.	869,450	5	5	...	...
Tel., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...	...
“ “ (E. D.) pref.	1,700,000	7	7	77	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	77	...
Troy and Greenbush, * guar.	274,000	7	7	...	...
Vermont and Canada, * guar.	2,500,000	8	8	...	...
Warren, * guar.	1,408,300	7	7	...	...
White Mountains, * guar.	200,000	5	5	...	...
Wright's, York & Gettysburg, * pref.	317,050	2	...	...	...
<b>CANAL STOCKS:</b>					
Delaware Division, * guar.	1,633,350	8	8	...	...
Morris, preferred.	1,175,000	10	10	...	...
Schuylkill Navigation, pref.	2,888,997	6	6	20	...
Union, preferred.	6	...	...	...	...
<b>MISCELLANEOUS STOCKS:</b>					
Cumberland Coal, pref.	6	...	...	...	...
Mariposa Mining, pref.	5,774,400	7	7	...	...

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.  
IRON—DURR: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 15 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1, per ton, 43 50 @ 46 —  
Pig, American, No. 1, 41 @ 42 50  
Pig, American, No. 2, 36 @ 38 —  
Bar, Refined, English and American, 87 50 @ 90 —  
Bar, Swedes, assorted sizes, (gold), 87 50 @ 90 —

## STORM PRICES.

Bar, Swedes, ordinary sizes, — @ 155 —  
Bar, English and American, Refined, — @ 100 —  
Bar, English and American, Common, — @ 90 —  
Scroll, 130 @ 175 —  
Ovals and Half-round, 125 @ 165 —  
Band, 130 @ —  
Horse Shoe, 130 @ —  
Rod, 105 @ 165 —  
Hoop, 135 @ 190 —  
Nail Rod, per lb., 91 @ 104 —  
Sheet, Russia, Med. No.'s, 18 @ 14 —  
Sheet, Single, D. and T. Common, 54 @ 6 —  
Rails, English, (gold), per ton, 51 @ 52 —  
Rails, American (at works), 80 @ 81 —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 24 cents per lb. and 10 per cent, ad val. (Store prices.)

English Cast, (2d and 1st q'ty), per lb., 18 @ 23 —  
English Spring, (2d and 1st q'ty), 10 @ 12 1/2 —  
English Blister, (2d and 1st q'ty), 11 1/2 @ 20 —  
English Machinery, 13 1/2 @ 16 —  
English German, (2d and 1st q'ty), 14 @ 16 —  
American Blister, "Black Diamond", 10 1/2 @ 16 —  
American, Cast, Tool, do, 19 @ —  
American, Spring, do, 10 @ 13 —  
American Machinery, do, 18 @ 13 —  
American German, do, 10 @ 13 —

COPPER.—DUTY: Pig, Bar and Ingot 24; old, Copper, 2 cents per lb.; Manufactured, 38 per cent, ad val., Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.  
Sheathing, New, per lb., — @ 33 —  
Bolts, 33 @ 42 —  
Braziers, 33 @ 42 —  
Sheathing, &c., Old, 20 @ 21 —  
Sheathing, Yellow Metal, 26 @ —  
Bolts, Yellow Metal, — @ 26 —  
American Ingot, 23 1/2 @ 23 —

TIN.—DUTY: Pig, Bars and Block, 15 per cent, ad val.; Plate and Sheets and Terne Plates, 25 per cent, ad val.; Bars, (gold), per lb., 26 1/2 @ 27 —  
Straits, (gold), 24 @ —  
English, (gold), — @ 24 —  
Gold, — Currency, —  
Plates, I.C. Charcoal, p. box, 8 25 @ 8 50 12 @ 12 1/2 —  
Plates, I.C. Coke, 7 @ 7 62 10 @ 11 25 —  
Plates, Coke Terne, — @ 6 25 9 @ 9 25 —  
Plates, Charcoal Terne, 7 75 @ 8 12 1/2 11 25 @ 12 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall., 15 1/2 @ 16 —  
Crude, 40 @ 47 gravity (in shipping order), 21 1/2 @ 22 —  
Refined, free, S. W., — @ — —  
Refined, in bond, prime L. S. to W. (110 @ 115 test), — @ 28 —  
Refined, in bond, Standard White, — @ 30 —  
Refined, in bond, prime White, 31 @ 32 —  
Naphtha, Refined, (60 @ 63 gravity), 15 @ 15 1/2 —  
Petroleum, per bbl., 3 80 —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2 1/2; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List, 6 by 8 to 7 by 9, — per 50 feet, 7 75 @ 6 60 —  
8 by 10 to 10 by 15, — 8 25 @ 6 50 —  
11 by 12 to 12 by 18, — 9 75 @ 7 —  
14 by 16 to 16 by 24, — 10 50 @ 7 50 —

18 by 22 to 18 by 30, — 12 25 @ 8 —  
24 by 31 to 24 by 36, — 16 50 @ 10 —  
26 by 36 to 30 by 44, — 17 50 @ 12 50 —  
30 by 46 to 32 by 48, — 20 @ 13 50 —  
32 by 50 to 32 by 56, — 22 @ 14 50 —

Above, — 25 @ 16 —  
(The above subject to a discount of 45 @ 50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10, — per 50 feet, 8 50 @ 6 25 —  
8 by 11 to 10 by 15, — 9 @ 7 50 —  
11 by 12 to 12 by 18, — 10 @ 7 50 —  
13 by 14 to 16 by 24, — 11 @ 8 50 —  
18 by 22 to 18 by 30, — 13 50 @ 9 —  
20 by 30 to 24 by 30, — 16 50 @ 10 —  
24 by 32 to 24 by 36, — 18 @ 12 50 —  
28 by 36 to 36 by 40, — 20 @ 16 —  
30 by 50 to 32 by 56, — 24 @ 20 —

32 by 58 to 34 by 60, — (3 q'ts.), 27 @ 23 —  
(Subject to a discount of 45 @ 50 per cent.)

English sells at 35 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.  
Th 24. F. 25 Sat. 26. M. 28 Tu. 29. W. 30

Atlantic M. S. S. Co.	48 <sup>1</sup>	—	—	47 <sup>1</sup>	46 <sup>1</sup>
Boston, Hartford & Erie	—	—	—	—	—
California 7s	—	—	—	—	—
Canton Co.	—	—	—	—	—
Central of N. Jersey	—	—	123	122 <sup>1</sup>	123 <sup>1</sup>
Chicago & Alton	152 <sup>1</sup>	151	—	152	150
“ prof.	150	152	—	—	—
“ 1 M.	101	—	—	—	—
“ S. F.	—	—	—	—	—
Chicago, Bur. & Q.	—	—	—	—	—
“ “ 8 p. c. 110 <sup>1</sup>	—	—	111 <sup>1</sup>	—	—
Chi. & Gt. Eastern 1st m	80	—	81	—	—
Chi. & Northwest'n	87 <sup>1</sup>	87	89 <sup>1</sup>	87 <sup>1</sup>	86 <sup>1</sup>
“ prof.	88	87	89	87 <sup>1</sup>	87 <sup>1</sup>
“ 1st M.	91	—	—	—	—
“ S. F.	97	—	—	—	—
“ Consol.	95	95 <sup>1</sup>	95	95	95
Chicago & Rock Isl.	102 <sup>1</sup>	102 <sup>1</sup>	101 <sup>1</sup>	101 <sup>1</sup>	101 <sup>1</sup>
Chi. R. I. & P. 7s	189 <sup>1</sup>	—	—	—	—
C. C. & Ind. C. 1 m.	80 <sup>1</sup>	80 <sup>1</sup>	81	81	81
Cumberland Coal pref.	33	33	32 <sup>1</sup>	32 <sup>1</sup>	32 <sup>1</sup>
Del. & Hudson Canal	127 <sup>1</sup>	—	—	—	—
Del. & Lack. & West.	121	121	121 <sup>1</sup>	121 <sup>1</sup>	122 <sup>1</sup>
“ 1 M. S. p.c. '71-6	—	—	—	—	—
“ 2 M. S. p.c. '81	—	—	—	—	—
Eric	49	50 <sup>1</sup>	52	49 <sup>1</sup>	47 <sup>1</sup>
“ prof.	69	70 <sup>1</sup>	70 <sup>1</sup>	70 <sup>1</sup>	70 <sup>1</sup>
“ 1 M. T. p.c. '67	—	—	—	—	—
“ 2 M. T. p.c. '79	—	—	—	—	—
“ 3 M. T. p.c. '88	95 <sup>1</sup>				
“ 4 M. T. p.c. '80	—	—	—	—	92 <sup>1</sup>
“ 5 M. T. p.c. '88	—	—	—	—	—
Great Western 2d mort.	81	80 <sup>1</sup>	80 <sup>1</sup>	79 <sup>1</sup>	79 <sup>1</sup>
Hudson River	140	140	140	140	140
“ 1 M. T. p.c. '69	—	—	101	101	101
“ 2 M. S. F.	104	—	104 <sup>1</sup>	104 <sup>1</sup>	104 <sup>1</sup>
“ 3 M. T. p.c. '75	—	—	—	—	—
Illinois Central	144	—	145	145 <sup>1</sup>	145
“ bonds	—	—	119 <sup>1</sup>	120	120
Marietta & Cin. 1st pref.	—	—	—	—	—
“ 2d	—	—	—	—	—
Michigan Central	—	—	—	—	—

## New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

Th. 24. F. 25. Sat. 26. M. 28. Tu. 29. W. 30.

## FEDERAL STOCKS:-

U. S. 5s, 1871, reg.	114	114	114	114	114	113
U. S. 5s, 1871, coup.	104	104	104	104	104	104
U. S. 5s, 1874, reg.	104	104	104	104	104	104
U. S. 5s, 1874, coup.	104	104	104	104	104	104
U. S. 5s, 10-40s, coup.	104	104	104	104	104	104
U. S. 5s, 10-40s, reg.	103	103	103	103	103	103
U. S. 5s, 1881, reg.	114	114	114	114	114	113
U. S. 5s, 1881, coup.	114	114	114	114	114	113
U. S. 5s, 1881, O.W.L.Y.	114	114	114	114	114	113
U. S. 5s, 1881, " ty.	114	114	114	114	114	113
U. S. 5s, 5-20s, reg. '62.	109	109	109	109	109	108
U. S. 5s, 5-20s, c. '62.	114	114	114	114	114	113
U. S. 5s, 5-20s, reg. '64.	109	109	109	109	109	108
U. S. 5s, 5-20s, c. '64.	109	109	109	109	109	108
U. S. 5s, 5-20s, reg. '65.	109	109	109	109	109	108
U. S. 5s, 5-20s, c. '65.	110	110	110	110	110	109
U. S. 5s, 5-20s, r. n. '65.	110	110	110	110	110	109
U. S. 5s, 5-20s, c. n. '65.	108	108	108	108	108	107
U. S. 5s, 5-20s, reg. '67.	108	108	108	108	108	107
U. S. 5s, 5-20s, c. '67.	108	108	108	108	108	107
U. S. 5s, 5-20s, reg. '68.	108	108	108	108	108	107
U. S. 5s, 5-20s, c. '68.	109	109	109	109	109	108
U. S. 5s, Pac. R. R. issue.	108	108	108	108	108	108

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

W. 23 Th 24. F. 25. Sat. 26. M. 28. Tu. 29.

Catawissa	33	33	33	33	33	33
" preferred	33	33	33	33	33	33
Camden & Amboy	129	129	129	129	129	129
" " 6s, '70.	97	97	97	97	97	97
" " 6s, '75.	97	97	97	97	97	97
" " 6s, '83.	97	97	97	97	97	97
" " 6s, '88.	97	97	97	97	97	97
" mort. 6s, '89.	97	97	97	97	97	97
Elmira & W. M. port.	30	30	30	30	30	30
" " pref.	30	30	30	30	30	30
" " 7s.	30	30	30	30	30	30
Lehigh Navigation	21	21	21	21	21	21
" " 6s, '84.	21	21	21	21	21	21
" " Gold L.	90	90	90	90	90	90
" " R. R. L.	85	85	85	85	85	85
Lehigh Valley R. R.	55	55	55	55	55	55
" " 6s.	55	55	55	55	55	55
Little Schuylkill R. R.	44	44	44	44	44	44
" " 7s.	44	44	44	44	44	44
Minehill	57	57	57	57	57	57
Morris Canal	57	57	57	57	57	57
" " pref.	57	57	57	57	57	57
" " 6s, '76.	57	57	57	57	57	57
North Pennsylvania	36	36	36	36	36	36
" " 6s.	90	90	90	90	90	90
" " 7s.	90	90	90	90	90	90
" " 10s.	90	90	90	90	90	90
Northern Central	49	49	49	49	49	49
Pennsylvania R. R.	56	56	56	56	56	56
" " 1st m.	56	56	56	56	56	56
" " 2d m.	98	98	98	98	98	98
Penn. State. 6s 1st series	105	105	105	105	105	105
" " 6s, 2d series	105	105	105	105	105	105
" " 6s, 3d series	105	105	105	105	105	105
" " 6s. W. L. 102	101	101	101	101	101	101
Philadelphia City	101	101	101	101	101	101
" " new 103.	103	103	103	103	103	103
Philad. Germ. & Nor.	47	47	47	47	47	47
Phil. & Reading	47	47	47	47	47	47
" " 6s, '70.	105	105	105	105	105	105
Philadelphia & Erie	26	26	26	26	26	26
" " 6s.	26	26	26	26	26	26
Schuylkill Navigation	20	20	20	20	20	20
" " pref. 20	20	20	20	20	20	20
" " 6s, '82.	20	20	20	20	20	20
" " 6s, '76.	20	20	20	20	20	20
" " 6s, '72.	20	20	20	20	20	20
Susq. Canal	14	14	14	14	14	14
" " 6s, '78.	14	14	14	14	14	14
Union Canal	pref.	pref.	pref.	pref.	pref.	pref.
" " 6s, '83.	pref.	pref.	pref.	pref.	pref.	pref.
Wyoming Valley Canal	10	10	10	10	10	10
" " bonds.	10	10	10	10	10	10
Huntington, (Horse)	10	10	10	10	10	10
Chestnut & Wal.	10	10	10	10	10	10
Green & Coates	10	10	10	10	10	10
2d and 3d streets	51	51	51	51	51	51
Shrine & Pine	23	23	23	23	23	23
13th and 15th sts.	15	15	15	15	15	15

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

W. 23 Th 24. F. 25. Sat. 26. M. 28. Tu. 29.

Baltimore City 6s, 1875.	98	98	98	98	98	98
" " 1886.	98	98	98	98	98	98
" " 1890. 96	96	96	96	96	96	96
" " 1893.	96	96	96	96	96	96
Balt. and Ohio	122	122	122	122	122	122
" " b'ds '75.	98	98	98	98	98	98
" " " 80.	98	98	98	98	98	98
" " " 85.	98	98	98	98	98	98
Marietta & Cin. 1st m.	91	91	91	91	91	91
" " 2d m. 76.	76	76	76	76	76	76
Northern Central	86	86	86	86	86	86
" " b'ds, 1886.	86	86	86	86	86	86
" " 1900.	86	86	86	86	86	86
N. W. Va. 1st mort.	93	93	93	93	93	93
" " 2d mort.	93	93	93	93	93	93
City Passenger R. R.	93	93	93	93	93	93

## Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

Th. 24. F. 25. Sat. 26. M. 28. Tu. 29. W. 30.

Boston and Albany	146	146	146	146	146	146
Boston and Lowell	115	115	115	115	115	115
Boston and Maine	136	136	136	136	136	136
Boston and Providence	134	134	134	134	134	134
Boston, Hartford & Erie	22	22	22	22	22	22
Cheshire, pref.	68	68	68	68	68	68
Concord	101	101	101	101	101	101
Connecticut River	120	120	120	120	120	120
Eastern	120	120	120	120	120	120
Fitchburg	132	132	132	132	132	132
Manchester & Lawrence	108	108	108	108	108	108
Michigan Central	118	118	118	118	118	118
Northern, N. H.	116	116	116	116	116	116
Ogdensburg & Lake Champlain	70	70	70	70	70	70
Old Colony & Newport	93	93	93	93	93	93
Ph. Wil. & Baltimore	64	64	64	64	64	64
Portland, Saco & Ports.	102	102	102	102	102	102
Vermont & Canada	61	61	61	61	61	61
Vermont & Mass.	61	61	61	61	61	61
Broadway (Horse)	93	93	93	93	93	93
Cambridge	65	65	65	65	65	65
Metropolitan	64	64	64	64	64	64
Middlesex	64	64	64	64	64	64
Central Mining Co.	19	19	19	19	19	19
Copper Falls	15	15	15	15	15	15
Franklin	14	14	14	14	14	14
Huron	14	14	14	14	14	14
Isle Royale	14	14	14	14	14	14
National	14	14	14	14	14	14
Minnesota	73	73	73	73	73	73
Pewabic	8	8	8	8	8	8
Pittsburg	21	21	21	21	21	21
Quincy	21	21	21	21	21	21
Rockland	21	21	21	21	21	21

## London Stock Exchange.

The following were the closing prices for American Securities Sept. 11 and 18:

Closing Prices.

Sept. 11. Sept. 18.

United States, 5-20s, 6 per cent	1882.	71 1/2	72	71 1/2	72
Do. do. 6 do. 1884.	1884.	71 1/2	72	71 1/2	72
Do. do. 6 do. 1885.	1885.	70 1/2	70	70 1/2	70
Do. do. 6 do. 1886.	1886.	75 1/2	80	75 1/2	80
Virginia State, 5 per cent	1880.	52	55	52	55
Do. 6 per cent	1881.	33	35	33	35
Do. 2d mort. 1880.	1880.	65	65	65	65
Do. 2d mort. 1877.	1877.	65	65	65	65
Do. 2d mort. 1882.	1882.	58	62	58	62
Do., consolid. 2d mort. bonds, 1890.	1890.	38	39	38	39
Do., 1st mort. 7 p. c. 1864.	1864.	62	65	62	65
Erie shares, \$100 (all paid).	1864.	30	31	30	31
Do., sterl. 6 p. c. conv. bonds.					

the amount of \$513,000, and retired \$3,112,617 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached \$9,075,920.

The U. S. Sub-Treasury receipts, week ending with Sept. 26, were \$11,670,580, including \$3,806,617 from customs duties; payments, \$7,947,615, including \$164,814 of coin interest; balance at the close of the week, \$95,053,401, against \$91,330,486, at the close of the preceding week, showing an increase of \$3,722,915. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$8,759,817 including \$580,000 from customs; and payments, \$3,634,088, including \$14,110 of coin interest; on Tuesday, receipts, \$8,685,581 including \$410,050 from customs, and payments, \$1,057,817, including \$15,000 of coin interest. The balance at the close of business on Tuesday stood at \$97,907,398, against \$92,291,486, a week previous; and \$90,261,886, on Sept. 9, 1868. The aggregate receipts of the office from all sources in September, were \$64,298,704; aggregate payments, \$47,354,171. The balance on the 1st of October was \$94,499,990, or about 7 millions more than on the 1st of September, which amounted to \$87,555,452.

National Bank notes to the amount of \$80,000 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$309,870,376, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$10,029,599, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,840,777. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,970,900; and for the public deposits, \$38,102,850—making a total of \$379,873,250. The Treasury Department last week redeemed and destroyed \$614,302 of worn and mutilated fractional currency, and issued \$1,001,452 of new. The outstanding amount of fractional currency on the 1st of September was \$31,802,218, against \$31,867,818 on the 1st of August; \$32,581,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

A decided improvement has been noted in the revenues of the Government, since our last. From this source, most of the increase of the cash balances in the Treasury office has been derived. Very little of the increase has resulted from sales of gold. The excises have been encouragingly prolific, since our last, having yielded \$8,136,765; customs at the port of New York, \$3,806,617, and at the outports about \$1,100,000 (in coin) more, making the grand total income for the week equal to about \$14,526,362 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$53,650,000.

Gold has fallen from 142½ as the highest figures of the week to 140½ as the lowest, closing on Wednesday last at 140½. The business of the has been unusually active, and on cash,

gold, wanted for prompt delivery, on short contracts, more than the usual difference has been made in the price, against buyers, or borrowers. The Government has been a seller of coin to a limited extent, probably not over an average of half of the daily income from customs. But the fact that Government gold was being marketed at all, was diligently urged by the *bear* interest, as "proof positive" that it was being freely disposed of, and would continue to be so marketed, until an amount of currency adequate to the anticipated wants of the Department shall have been accumulated in the Treasury vaults. The customs drain was over half a million a day. The outflow to Europe was unimportant, having been only \$104,000 last week, and \$250,000 thus far this week. Half a million of treasure was received from California, on Monday. The loss of specie by the city banks was mainly due to the absorption of coin by the Sub-Treasury, in the way of Custom House dues. On Thursday the 1st inst., gold sold down to 139½@139½.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$5,875,196, against \$2,481,220 same time last year. The customs demand for Gold last week, averaged \$551,103 a day; thus far, this week, it has been equal to \$490,000 a day, or equal to a weekly aggregate of \$2,940,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$19,555 and from California, \$401,435. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$90,520,719, against \$94,639,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$31,650,067, against \$22,605,470 in 1867, showing an increase thus far in 1868, of \$9,045,597. The exports of specie, from this port, last week, were \$104,468, against \$657,847 same week last year; total, since Jan. 1, 1868, \$66,103,414, against \$42,151,819 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$164,814; since Jan. 1, 1868, \$63,336,547, against \$43,258,765. The specie exports from San Francisco, from Jan. 1, to Sept. 12, 1868, were \$28,245,582, against \$30,132,244 same time last year.

Government received \$5,796,743 from customs at the port of San Francisco, from Jan. 1, to Sept. 12, against \$5,289,918 same time in the preceding year.

Foreign exchange has been in quite moderate request, all through the week, at feebly sustained prices, as a rule. Bankers' prime sixty day bills on London closed on Wednesday at 108½@108½, and on Paris to 5.22½c. @5.18¾; sight bills on London to 108½@109½, and on Paris to 5.18½c. @5.16½. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,686,708, against \$3,330,163, same week last year; total, since Jan. 1, 1868, \$122,981,480, against \$136,902,503 in 1867.

Government securities have been quoted decidedly lower, on a much less active market, caused partially by the depression in gold, but mainly by the severe twist in money, which how-

ever promises to be merely temporary in its duration, and transient in its influence on current values. At the reduced prices, the offerings of the public funds have been comparatively moderate.

U. S. sixes of 1881 closed here on Wednesday at 118@118½; U. S. Five-twenties of 1862, 112½@112¾; U. S. Five-twenties of 1864 at 109½@109½; U. S. Five-twenties of 1865 at 109½@110; U. S. Five-twenties of 1865, consolidated, 107½@108; U. S. Five-twenties of 1867, 107½@108½; U. S. Five-twenties of 1868, 107½@108½; U. S. Ten-forties at 104½@104½; U. S. Six per cent. currency bonds, 99½@98½. The brokers are buying the outstanding October 1865 compound interest notes at 118½@119.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 16.	Sept. 23.	Sept. 30.
Consols.....	94½	94½	94½
U. S. 5-20's of 1862...	72½	73½	73
Erie.....	30½	32	31½
Ill. Central.....	91	91½	95½

Railway and miscellaneous stocks have been quoted generally much lower, on a less active and quite feverish market, closing irregularly.

The customs revenue of this port in September was \$13,279,450, against \$11,967,825 same month in 1867.

General business has shown less animation in the produce line, and lower prices have been made on Breadstuffs and Provisions. Middling upland cotton closed rather briskly on Wednesday at 26½ cents per lb. The stock of cotton now here is estimated at about 15,500 bales. The receipts at the port this week, have averaged about 1,900 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 55,000 bales, against 31,500 bales same time last year; exports, same time 11,250 bales, against 9,100 bales same time last year; stock on hand at latest dates, 51,000 bales, against 78,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. At the Live Stock market, this week, Beeves have been slow of sale at from 11@17c. per lb.; week's receipts, 6,571. Veal calves in good request and quoted up to 9@13c. per lb.; receipts, 1,267. Sheep and lambs plenty and active at 5@6½c., and 8@8½c., respectively, per lb.; receipts, 33,792. Swine less sought after and quoted back to 8½@10 7-16c. per lb.; receipts, 16,803. At the regular auction sale of Scranton Coal on Wednesday, 59,000 tons were disposed of at advanced prices, ranging from 5.15@6.90 per ton of 2,240 lbs. deliverable at Elizabethport, N. J. Foreign merchandise has been moderately active and generally firm. The total imports of foreign dry goods, last week, were \$1,898,500, and the total amount marketed \$2,042,611. The value of foreign merchandise imported last week, was \$2,200,001—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,098,501, against \$4,114,806 same week last year; from Jan. 1, 1868, \$189,183,920, against \$200,625,299 same time in 1867.

The freight market has been quoted firmer, on a moderate business. For Liverpool we quote flour at 2s. by sail, and 2s. 6d. by steamer, per bbl.; grain at 7@7½d. by sail, and 8@9d. by steamer, per bushel; cotton at 2d. by sail,

and  $\frac{1}{16}$ d. by steamer, per lb.; and heavy goods at 20s. @ 30s. by sail, and 25s. @ 40s. steamer, per ton. Total number of vessels in port on Wednesday, 581.

The New York exports, exclusive of specie, for the week ending Sept. 29, and since the beginning of the year, compare as follows:

1867.	1868.
For the week..... \$3,330,163	\$2,686,708
Prev. reported..... 133,572,340	120,294,772

Since January 1..... \$136,905,503 \$121,981,480

The imports for the week ending September 26, and since the beginning of the year, have been as follows:

1867.	1868.
Dry goods..... \$1,862,594	\$1,898,500
Gen. merchandise..... 2,252,212	2,200,101

Total for the week..... \$4,114,806 \$4,098,601

Previously reported..... 185,896,305 182,795,523

Since January 1..... \$190,011,111 \$186,894,124

The balance in the Sub-Treasury on Wednesday was \$94,499,990 11.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

**New York.**—Georgia 7s, 92; N. Y. State 7s, Bounty Loan, reg., 108½; Indiana 5s, 97; Brooklyn 6s, W. L., 96½; Lackawanna and Western 1st mort., 96; Am. Dock and Imp. Co., 95; Toledo, and Wabash Equipment bonds, 76; Third Avenue R. R., 180; Dubuque and Sioux City R. R., 101; do, pref., 98; Indianapolis and Cincinnati R. R., 51½; Adams' Express Co., 52½; Wells-Fargo Exp., 31; American Exp., 49; U. S. Exp., 49; Merchants' Union Exp., 24½; Mariposa Mining Co., 5; do, pref., 13½; do, 1st mort., 18; Western Union Telegraph, 34; Boston Water Power Co., 15; Manhattan Gas, 225; Fourth National Bank, 105; Bank of Commerce, 123½; Metropolitan Bank, 141; Central National Bank, 108; Continental Bank, 102; Manuf. and Merchants' Bank, 101; Am. Ex. Bank 121; Irving Bank, 113; Nassau Bank, 107; Corn Ex. Bank, 128; Phoenix Bank, 108; Consolidated Gregory, 4.35; Grass Valley, 0.40; Montana, 0.52; New York, 1.10; Quartz Hill, 1.00; Rocky Mt. Gold, 0.06; Rynd Farm Oil, 0.24; Smith and Parmalee, 5.10; United States petroleum, 2.00; Wallkill Lead, 0.05.

**Philadelphia.**—Belvidere Delaware 2d mort., 84; do, 3d mort., 78; Phila. and Reading 6s, 1844-'80 91½; Pemberton and Hightstown R. R. 7s, 100; Connecting R. R. bonds, 86; Camden and Burlington Co., 6s, 90; Oil Creek and Allegheny R. R. bonds, 82½; West Jersey R. R. 6s, 93; Penn. and N. Y. C. 7s, 94½; Camden and Atlantic pref., 21; Phila. and Trenton R. R., 128; Tenth and Eleventh streets R. R., 70½; Schuylkill Nav. 7s, Boat Loan, 72; Pittsburg 6s, 90; Penna. coupon 5s, 98½; Allegheny county 5s, 74½; N. Y. and Middle Coal Fields, 3½; Shamokin Coal, 6; Big Mt., 5½; Ocean Oil, ½; Keystone Zinc, 1½; Manufacturers Bank, 32; West Phila. Bank, 65; Mechanics Bank, 32½; Farmers' and Mechanics' Bank, 130½; Girard Bank, 62. The latest quotations are: City 6s, 100½@101; do, free of tax, 103@103½; State 5s, reg., 100@101; do, coupon, 98@99; do, 6s, W. L., 102½@102½; do, 1st series, 104½@105; do, 2d series, 105½@106; do, 3d series, 108½@109; Reading, 46½@46½; do, 6s, 1870, 105½@105½; do, quotations are: Balt. and Ohio, 122½@128;

bonds, 91@92; Camden and Amboy, 128@128½; do, mort. 6s, 1889, 97@97½; do, 1883, 88@88½; Penn. R. R., 55½@56; do, 1st mort., 100½@100½; do, 2d mort., 98½@98½; Little Schuylkill R. R., 44½@44½; Morris Canal, 30@34; do, pref., 71@75; do, bonds, 87@90; Wyoming Valley Canal, 30@40; do, 6s, 80@81; Susquehanna Canal, 14@15; do, 6s, 56@58; Sch. Nav., 10@12; do, pref., 20@20½; do, 6s, 1882, 69@70; Delaware Div. Canal, 47@50; do, bonds, 80@81; Elmira and Williamsport, 30@31; do, pref., 41@45; do, 7s, 1873, 92@94; do, 5s, 81@83; Lehigh Coal and Navigation, 23½@23½; do, R. R., Loan, 84@85; do, Gold Loan, 90@90½; North Pennsylvania, 35@36; do, 6s, 90@91; Philadelphia and Erie, 25@25%; do, 6s, 91½@92; Minehill, 57@57½; Catawissa, 9@10½; do, pref., 33½@33½; Lehigh Valley, 55%@55½; do, bonds, 96@99; Fifth and Sixth streets, (horse), 36@36; Second and Third, 50@51; West Philadelphia, 64@66; Spruce and Pine, 22@23½; Green and Coates, 31@—; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 15@16; Girard College, 25½@26½; Tenth and Eleventh, 70@73; Union, 41@43; Hestonville, 10½@10½.

**Boston.**—Central Pacific R. R. 7s, 109½; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102½; Burlington and Missouri River R. R. 7s, 91½; Summit Branch R. R., 25; do, 6s, 1870, 93½; Western R. R. 6s, 1875, 98½; Ogdensburg 1st mort., 100; Vermont Central 1st mort. consol., 79; do, 2d mort., 40; Old Colony and Newport 6s, 96½; Cheshire R. R. 6s, 1877, 96; Boston, Hartford and Erie 7s, 1884, 78½; New Bedford and Taunton R. R., 107½; Rutland pref., 80; Connecticut and Passumpsic Rivers pref., 91; Boston Water Power Co., 15½; Cary Imp. Co., 10½; Short Mt. Coal, 16½; Ophir (N. S.) gold, 1; Glendon Iron Co., 75½; New Hampshire 6s, 1870, 99½; Massachusetts 5s, 1875, gold, 125; Boston 5s, 1886, gold, 113; do, 1874, 115½; Portland 6s, 1872@1887, 97½; do, Building Loan, 100; Chicago 7s, 1892, 99½; do, School Fund, 99½; do, sewerage, 99½; do, Tunnel, 99; Cincinnati 7 3-10s, 103½; St. Louis 6s, Harbor Imp., 85½; Salem 6s, 1883, W. L., 100½; City National Bank, 103; Eliot National Bank, 110; Everett National Bank, 107½; First National Bank, 105; Globe National Bank, 127½; Hamilton National Bank, 122½; Hide and Leather National Bank, 95; Merchants' National Bank, 121; Market National Bank, 108; Maverick National Bank, 107; North National Bank, 115½; National Bank of Redemption, 118; National Bank of Commerce, 124½; Old Boston National Bank, 68; Pawners' National Bank, 105; State National Bank, 104; Shoe and Leather National Bank, 127; Traders' National Bank, 101½; Third National Bank, 106½; Union National Bank, 125½; Webster National Bank, 113; Allouez Mining Co., 7½; Calumet, 58; Eagle River, 87½c.; Hancock, 43½; Hungarian, 1½; Humboldt, 70c.; Mesnard, 50c.; Native, 75c.; Petherick, 1; Pontiac, 45c.; St. Clair, 87½c.; Winthrop, 62½c.

**Baltimore.**—Virginia 6s, old, 46½; do, 1866, 48½; do, 1867, 47; Balt. and Cuba S. & M. Co., 48½; Union Bank, 58½; Third National Bank, 106½; Mechanics' Bank, 11½; Bank of Commerce, 26½; Franklin Bank, 14½. The latest

do, 6s, 1875, 97½@98; do, 1880, 97@98; do, 1885, 99½@100; Northern Central, 49½@49½; do, bonds, 1885, 86@86; do, 1900, 87@89; Parkersburg Branch, 25½@25½; N. W. Va., 1st mort., 96@—; do, 2d mort., 92@—; do, 3d mort., 1873, 91@92; do, unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91½@92; do, 2d mort., 76½@77; Central Ohio, 31@35; do, 1st mort., 85@85½; Western Md. 6s, 1890, 82@84; do, guar., 92@94; do, 2d mort., guar., 92@—; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 98½@98½; do, 1886, 96½@97; do, 1890, 95½@96; do, 1893, 96½@97; do, 5s, 1838-'70, 80@—; City Passenger R. R., 18½@18½; George's Creek, 50@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

**To CAUTIOUS INVESTORS.—THE FIRST MORTGAGE THIRTY YEAR SIX PER CENT. GOLD BONDS** of the Central Pacific Railroad Company, based upon the most valuable portion of the main line to and from the Pacific coast, are believed to possess advantages and assurances shared by no other corporate securities. More than 350 miles are now completed, and the whole road will be finished within a year. The local traffic is already very large and growing. The bonds can be had at 103 and accrued interest, in currency. For sale by

FISK & HATCH,  
Bankers, &c., 5 Nassau-st., N. Y.

#### PRINCIPAL AND INTEREST IN GOLD.

**THE FIRST MORTGAGE FIFTY YEAR SEVEN PER CENT. SINKING FUND COUPON BONDS** of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in GOLD COIN, *free of Government tax*, are for sale at the office of the Company, No. 12 Wall street, at 95 per cent. and accrued interest in currency.

At the present price of gold the bonds pay an income of over ten per cent.; and, in the estimation of the Company, they are the cheapest first-class security offered in the market.

Pamphlets giving further information may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

**New York and Oswego Midland Railroad.** This company having contracted for the grading, etc., of about 37 miles of their main line in Fulton County, (125 miles, from Oswego to Sidney Plains, having been previously let,) are again calling for proposals for the grading, masonry and bridging of 63 miles in Delaware and Sullivan Counties. This work will be awarded on the 30th inst., when the whole line from Oswego to Middletown, on the Erie Railroad near the New Jersey State line, will be under contract, except about twenty miles in Delaware County. The officers of the company expect to have the road from Oswego to Sidney Plains, the junction with the Albany and Susquehanna road, in running order next fall, and the whole line from Oswego to New York completed within two years.

**The citizens of Bath, Me., have decided in favor of a bridge across the Kennebec river to connect with the Knox and Lincoln Railroad. It is to be located in the vicinity of Winslow's Rocks,**

## Canadian Railways.

The earnings of the Canadian Railways in August, 1867 and 1868, were as follows:

	1867.	1868.
Great Western	\$270,183	\$260,017
Grand Trunk	600,799	627,713
Welland	4,404	7,608
Northern	59,606	49,295
Cobourg, Peterboro' and Marmora	7,255	2,506
Brickville and Ottawa	10,213	14,115
St. Lawrence and Ottawa	9,518	9,349
New Brunswick & Canada	7,549	10,837
European and N. American	15,517	16,460
Nova Scotia	22,006	25,848
Totals	\$1,007,050	\$1,023,748

## Commerce of the United States.

A few days ago we gave from the Bureau of Statistics a summary of the foreign commerce of the country for the last fiscal year. We have now compiled our usual monthly table with fuller details, which will be interesting to our readers. The totals are subject to further correction, and this is one of the most trying incidents of the statistics of that bureau, that with each additional month's return we are obliged to go back through the whole year and correct the figures already printed. We have now brought forward all the changes reported, and give the official statement for the entire period under review, the compilation being our own, and made with much care and labor.

## IMPORTS INTO THE UNITED STATES.

	Dutiable	Free	Mds.	Mds.	Specie.	Total.
July	\$31,982,542	\$1,255,249	\$1,197,893	\$34,435,084		
Aug.	31,905,788	1,419,676	1,175,831	34,501,295		
Sept.	29,098,714	1,473,521	1,199,606	31,771,841		
Oct.	27,986,431	1,390,631	1,262,189	30,639,251		
Nov.	24,022,927	1,482,826	329,203	25,814,966		
Dec.	19,263,448	1,219,873	984,924	21,468,245		
Jan.	20,374,657	1,096,976	782,724	22,254,357		
Feb.	26,914,091	1,073,342	801,616	28,789,049		
Mar.	35,755,908	1,240,415	2,175,584	39,171,907		
Apr.	31,584,118	1,337,416	1,453,563	34,375,097		
May	31,950,311	1,440,326	834,512	34,225,149		
June	30,418,868	1,356,600	1,337,438	33,112,906		
Total	\$341,257,903	\$15,766,851	\$13,535,083	\$370,559,737		

The above are all specie values, the imports being given at their foreign gold cost, freight and duty not included. The following are mostly currency values, and taken from the Custom house records:

## EXPORTS FROM UNITED STATES TO FOREIGN PORTS.

	Domestic	Foreign	Mds.	Mds.	Specie.	Total.
July	\$26,770,027	\$699,500	\$16,898,466	\$44,367,993		
Aug.	21,918,970	1,040,978	3,494,477	26,454,425		
Sept.	20,198,539	1,152,147	4,346,002	25,696,688		
Oct.	27,202,066	1,080,030	3,747,471	32,030,167		
Nov.	35,379,519	963,265	2,494,111	38,826,895		
Dec.	35,157,156	830,564	9,710,887	45,698,607		
Jan.	35,703,243	940,827	8,137,214	44,781,284		
Feb.	37,891,263	695,653	4,431,032	43,017,948		
Mar.	40,750,431	1,170,211	4,712,157	46,632,799		
Apr.	36,000,964	1,063,028	6,855,882	43,919,874		
May	32,603,935	1,296,344	16,235,363	50,135,642		
June	20,386,874	1,230,548	12,636,226	34,213,648		
Total	\$369,933,587	\$12,143,095	\$93,690,288	\$475,775,970		

In order to reduce the whole of these figures to specie values we adopt the ratio given by Mr. Delmar, the Director, and compile the year's summary by that standard:

Imports merchandise, 12 months	\$857,024,654
" specie	13,685,083

Total imports	\$870,559,737
Exports dom. mdse, net	\$268,678,208
" foreign mdse	12,143,095
" domestic specie	88,661,161
" foreign specie	10,038,127

Specie value of exports	374,520,591
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Excess of exports	\$3,960,854
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This gives an apparent excess of exports equal to about four million dollars. The puzzle which troubles many of those who exercise themselves about the balance of trade is in offsetting the

Government bonds which are sent out to Europe on orders or for sale. If they are really shipped in such large amounts, what pays for them? One item is undoubtedly the annual charge for interest. If the entire indebtedness of the United States to all foreign countries, including dividend paying stocks held by foreigners, bonds of every description, and capital otherwise advanced, amount to eight hundred millions, then about fifty millions will be required for annual interest and dividends, and this will represent a large part of the yearly increase of our foreign indebtedness by the transmission of new securities.—*Journal of Commerce*.

## Journal of Railroad Law:

WHEN RAILROAD COMPANY LIABLE TO WIDOW FOR DEATH OF HER SON, CAUSED BY NEGLIGENCE OF THE COMPANY.—RULE OF DAMAGES.—NURSING, MEDICAL ATTENDANCE AND FUNERAL EXPENSES PROPER ELEMENT OF DAMAGES.

The facts in the late case of Penn. R. R. Co., vs. Bantom, 54 Penn. st., 495, were that Lewis, a boy of 13 or 14 years, and the son of Mrs. Bantom, a widow, was struck, while crossing the railroad in a wagon, by the engine and died from the injuries he received. The accident was alleged to have resulted from the negligence on the part of the agents of the railroad.

The opinion of the court was delivered by Woodward, C. J.—The defendant's points on the trial below and the argument here, may be reduced to this single proposition—that inasmuch as any plaintiff who sues for an injury resulting in the death of another, is only entitled to recover an indemnity for pecuniary losses, and inasmuch as a widowed mother has no legal right to the services of a minor son, therefore the measure of her damages is only reasonable compensation for nursing and medical attendance of the deceased.

The answer to the argument is the Act of 26th April 1855, Purd. 754, which declares that the "persons entitled to recover damages for any injury causing death shall be the husband, widow, children or parents of the deceased, and no other relation."

Now here is no limitation of damages to nursing and medical attendance. The legislature did not undertake to define the damages, and yet the power of a widowed mother to recover damages for the injury causing the death of her son is expressly given. What damages? Such as a court and jury, in view of all circumstances, should consider reasonable. If this was not what the Legislature meant, their meaning is past finding out. Both parents are grouped among the persons entitled to recover damages, and by necessary implication the same damages, or damages estimated by a common standard. If the father could recover for loss of the son's services, which is a conceded point, the legislature have imparted the same capacity to the mother, and she may show what they were worth to her; as if she had acquired right to them by arrangement and contract, if not by law, and of course how much she was pecuniarily injured by this untimely taking off.

Thus far the legislature have compelled us to go. We keep step with them and limit the mother's right to a case of *death* and not of *maiming*, because they have changed the rule of the common law no further than this. Where the injury does not result in death, we decided at the present term, in *Railway Co. vs. Stutler*, 54 Penn. st., 375 that the mother has no right of action

for the loss of her son's services, but where it does result in death, we sustain the action by virtue of the Act of Assembly. For the discrepancy of these rules we are not responsible.

Nursing and medical attendance before the death and funeral expenses afterward, are proper elements of estimate, but the value of services lost is equally legitimate since the statute. There was therefore no error in negativing the points, and the judgment is affirmed

## West Wisconsin Railroad.

We have the pleasure of announcing to the people of Northwestern Wisconsin, that the first rails on the West Wisconsin Railroad have been laid, nearly half a mile of the road already constructed, and with the army of hands now at work can be pushed rapidly ahead, and completed to Black River Falls inside of one month. It is confidently expected that under the skillful management of the experienced overseers now employed, the work will be pushed at the rate of at least one mile a day. There is at this place already, a sufficient quantity of iron to lay several miles of the road, and the remainder will be on hand as soon as it is required. The road is to be a continuous track, and when completed will be one of the best roads in the Northwest.

This road opens the best pine country in Wisconsin, and also the extensive farming lands of the northwestern counties, and when completed, will do an extensive freight and passenger business, and prove one of the best paying roads in the state.—*Tomah Journal*.

## The Hoosac Tunnel.

The Governor and Council have ordered that the bid of Messrs. Carpenter, Odiorne & Gardner for a contract for the completion of the work upon the Hoosac Tunnel be rejected, they having failed to comply with the condition required. They have also ordered the Commissioners to stop all excavation in the Tunnel at East End, and at the East Heading at the West Shaft. Messrs. Carpenter, Odiorne & Co., have petitioned the Supreme Court for a writ of mandamus to compel the Governor and Council to accept a bond for the performance of the contract alleged to have recently been made with the Commonwealth in reference to the completion of the Hoosac Tunnel. The Governor and Council, it will be remembered, required a deposit of bonds to the amount of \$500,000. Judge Colt refused to grant the petition on the ground that it was by no means settled that the Court ought in any case to compel another branch of the government to discharge an official duty devolving upon them by the laws of the Commonwealth, and also that the petition in connection with the statute to which it refers did not show a binding contract between the petitioners and the Commonwealth.

## Pittsburg and Connellsville Railroad.

The contract for the finishing of the various sections of the Pittsburg and Connellsville Railroad through to Cumberland Valley will be let as soon as practicable, the proposals having ceased on the 20th, and as the terms of the contract make it bounden upon those receiving the same to commence work one month after the closing of such contract, we may confidently expect to see the work fairly inaugurated this fall.

The directors of the Maine Central Railroad have decided to extend the line to Portland, and a survey will be made at once. A charter for the extension was granted by the Legislature of 1867.

**Portland and Ogdensburg Railroad.**

A meeting of the friends of this enterprise was held in Portland on the 28th ult. The managing agent, Samuel J. Anderson gave an extensive, account of the route proposed, and the committee's recent examination of it and its important connections and advantages, showing its superiority as a great Western route, as to distance as well as connections, even over other proposed routes. The great development of the West, and the necessity for an outlet for its vast products, was referred to, and the benefit in store for Portland as the Eastern American terminus of the great highway to Europe was presented. Vermont has subscribed forty per cent. of the cost of the section in that State, and Maine is called upon to do as well. Portland, we believe, has subscribed \$750,000, and other towns, \$150,000, leaving some \$300,000 to be obtained from individuals, to complete the required amount needed to build the road to the Connecticut River. A committee of fifteen was appointed to solicit subscriptions.

**Marginal Freight Railway.**

A final hearing on the subject of the location of the Marginal Freight Railway was had in Boston at the office of the Superintendent of Streets on the 28th ult.; and at the regular weekly meeting of the Board of Aldermen on that day an order was unanimously passed that permission be given to the company to lay down tracks in the following streets of the city, viz: Lincoln, Tufts, East, Cove, Beach, Federal, Broad, India, the street east of the Custom House, Commercial, Causeway, Andover, Minot and Lowell, as authorized by chapter 170 of the acts of the Legislature of Massachusetts, of 1867—the whole work of constructing said tracks, and the position of the same in the streets, to be under the direction of the Committee on Paving and the Superintendent of Streets, and approved by them.

**Dorchester and Delaware Railroad.**

This road, running from Seaford, Delaware, to Cambridge, Maryland, is completed five miles beyond Federalsburg, and it is said will be finished to New Market by the last of next month. This will be considerably more than half the whole length of the road, and indicates very satisfactory progress indeed. The company has contracted for a new engine to cost ten thousand dollars; it is to be called the "Wilson Byrne," after the President of the road.

☞ The Paterson and Little Falls Horse Railroad Company will receive proposals until the 5th inst., at noon, for the construction of about  $1\frac{3}{4}$  miles single track horse railway, with turnouts, at Paterson, N. J. Plans and specifications will be exhibited at the office of H. Hockenberry, Esq., Superintendent, 15 Main street, Paterson.

☞ The Grand Rapids *Eagle* says that several car loads of iron have been received for the Grand Rapids and Indiana Railroad, and that track laying will be soon commenced in good earnest. One half the road between Grand Rapids and Kalamazoo is ready for the iron—nine miles on the north and fourteen miles on the south end.

☞ The Chicago *Railroad Gazette* says that the Des Moines Valley Railroad Company has secured the means necessary to build and equip their road from Des Moines to Fort Dodge.

**Paterson and Newark Railroad.**

The Binghamton *Republican* says that the new President of the Erie Railway Company has recently consummated a bargain which must exercise an important influence on the business of this road, and bring about a revolution in railroad management in the State of New Jersey. He has leased for a term of years the Newark and Paterson Railroad, and acquired with it the power to extend the track to the city of New York, and to the south or southwest.

The road thus leased is apparently an insignificant affair. It is less than fourteen miles long, but its franchise contains the clause empowering the building of branch roads, "in order to connect said road with other road or roads running to the Hudson, or to the south or southwest." By his contract, Mr. Gould has obtained a fork of the Erie Railway from Paterson to Newark. The business thus obtained is greater than is often supposed. Newark does more manufacturing than Pittsburgh, and the Erie Railway acquires a large share of the trade. The station of the company in that city is right in the very heart, while the other roads only touch it—on the outskirts.

**Connecticut Western Railroad.**

A meeting of Hartford capitalists was recently held to consider the subject of the new Connecticut Western Railroad. Charles R. Chapman, Mayor of Hartford, was Chairman. Mr. Barnes, a railroad engineer, made a statement in regard to the probable cost of the road, calculated after a careful survey. The distance from State line, the western terminus, to Hartford is nearly 66 miles, and the cost of building and equipping the road be estimated at \$259,000. The route skirts along the northern line of the State. For the first three years the company agree to pay six per cent., hoping that by that time it will be a paying road, and 45 miles of it are already under contract.

The towns on the route will subscribe liberally, and it was voted to request the selectmen of Hartford to call a meeting to see what action the people of that city will take upon a proposition to take \$500,000 of the stock.

**Iowa Central Railroad.**

Henry M. Clement, of Eddyville, agent for collecting the stock subscribed to the Iowa Central Railroad, has published a circular which shows that the right of way for the entire line has been secured; the subscription books show enough stock to complete the grade from Oskaloosa to the State line; there is already about 50 miles of grading south of Oskaloosa, and about 40 miles north of that point; a good commencement for a bridge across Des Moines river, and the company has expended over \$200,000 in grading from Oskaloosa to the State line.

☞ The Monongahela Valley Railroad Company having completed the survey of their road, and obtained letters patent from the Governor, will hold an election for officers on the 14th inst., at the office of T. W. Briggs, Pittsburg. J. B. Stilley is Chief Engineer.

☞ The Cleveland, Wooster and Zanesville Railroad Company has been organized with Gen. J. S. Casement as President.

☞ The contractors on the Knox and Lincoln Railroad are progressing finely with their work.

**Boston, Hartford and Erie Railroad.**

The engineers employed in the construction of the Boston, Hartford and Erie Railroad have had various sections of the road assigned to them, as follows: Mr. Emil David, late of the Allegheny Valley Railroad, of Pennsylvania, has the first eight miles, running west from Waterbury to Towantic Summit; headquarters near Millville. Mr. Charles E. Webster, late of the Lehigh and Susquehanna Railroad, of Pennsylvania, the next eight miles; headquarters at Southbury. Colonel L. J. Wright, late of the Allegheny Valley Railroad, the next eight miles, reaching to Hawleyville, on the Housatonic Railroad; headquarters at Sandy Hook. Mr. John K. Brown, principal assistant engineer, retains his office at Waterbury.

**Hudson Highland Suspension Bridge.**

The surveys for the Hudson Highland Suspension Bridge have been completed, including in the examinations both banks of the Hudson River, from Verplanck's Point to Buttermilk Falls. The plans have been prepared with detailed maps of everything necessary to form an opinion of the best place to locate the bridge, and a board of engineers has been convened to decide upon the location. It is understood that arrangements have been made with capitalists under which the work is to be commenced at once.

**Union Central Railroad.**

Proposals will be received until the 10th inst., for the grading, masonry and bridge work on the Western Division of the Union Central Railroad, extending from Tamaqua westwardly. Also, the Middle Division, from Tamaqua eastward to the Summit, between the Schuylkill and Lehigh rivers. Also, the Eastern Division from said Summit, through the Mahoning Valley to the Lehigh river. Proposals may be made for the whole or a portion of the work in sections or divisions. Address J. W. Geary, Engineer, Pottsville, Pa.

**American Central Railroad.**

The Galva *Union* says that the first ten miles of the American Central Railway are graded, ready for the ties and iron. On the 10th of October eighteen miles more of the grading will be finished. This will bring the work to within four miles of Viola. At or near Viola there is considerable grading to do. The whole of the grading from Galva to New Boston will be finished by the 15th of November. The ties, iron, and bridges are expected to commence arriving at Galva by the 10th of October and the road be in operation from Galva to New Boston by the 1st of January next.

☞ The Hastings (Minn.) *Union* announces the arrival at that place of a quality of iron for the Hastings and Dakota Railroad, and that the track-layers have commenced their work, anticipates that the cars will be running by the first of November.

☞ C. C. Gilman, President of the Iowa River Railroad Company has removed from Dubuque to Eldora, where the offices of the company are established.

☞ the Minnesota Valley Railroad is completed to Stony Creek, about half way between St. Peter and Mankato.

☞ The route of the Lawrence, Olathe and Kansas City Railroad is being surveyed and it is thought that it will be completed at an early day.

**✓** The Boston *Traveler* says that the Council have decided to reduce the amount of securities required on the part of bidders for completing the Hoosac Tunnel from \$500,000 to \$150,000. If this prevails the lowest bidders, whose contract was rejected on the ground that sufficient securities had not been offered, may renew their application, as they are ready to furnish this amount.

**✓** Mr. J. C. McMullen, Assistant General Superintendent of the Chicago and Alton Railroad, has been appointed General Superintendent—Mr. Blackstone resigning the Superintendency only that he may give his whole time to his duties as President.

**✓** The gross receipts of the Philadelphia and Reading Railroad for the month of July, 1868, were \$814,472, against \$864,636 in July, 1867—a decrease of \$50,164.

**✓** A meeting to consider and act upon the question of raising the means to construct the line of the New Hampshire Central Railroad across the State of New Hampshire, from the boundary of Maine, through the valley of the Ossipee River, to the line of the Northern Railroad at Danbury, was held at West Ossipee on the 22d ult.

**✓** The Louisville *Journal* states that the Ohio River Bridge Company have nullified the contract for their bridge at that place, because the contractors were not proceeding rapidly enough with the work. The building will go on under the auspices of the company.

**✓** The Dixon *Telegraph* says it is probable that a section of the Dixon, Peoria and Hannibal Railroad will be early put under contract, from Yates City to Buda, on the Chicago, Burlington and Quincy Road, a distance of about forty miles.

#### English Copper Co. Rails.

1,500 TONS of this well-known make, 56 lbs. per yard, "Erie" pattern, here and to arrive, for sale by

**HEYERDAHL, SCHONBERG & CO.,**  
22 William street, New York.

2,000 TONS FISH-BAR RAILS, 56 lbs. per yard, of approved English make and section, for sale to arrive at this port.

Destination can be changed to Southern port if desired.

**HEYERDAHL, SCHONBERG & CO.,**  
22 William street, New York.

**PROPOSALS FOR \$40,000 MARKET STOCK.**  
Sealed proposals will be received at the Comptroller's office until Tuesday, October 20, 1868, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of forty thousand dollars of market stock authorized by chapter 203, Laws of 1868, and by an ordinance of the Common Council, approved by the Mayor September 25, 1868.

Said stock is to be issued for the purpose of providing means for the completion of the market upon the land lying between Sixteenth and Seventeenth streets and avenue C and East River, and will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November, in each year, and the principal will be redeemed on the 1st day of May, 1897.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sum awarded to them, bearing interest from the dates of payment.

Each proposal should be sealed and endorsed "Proposals for market stock," and enclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids if the interests of the corporation require it.

**RICHARD B. CONNOLLY**, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, September 28, 1868.

## PROPOSALS.

### NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY, ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centreville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 18 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifications will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.  
W. B. GILBERT, Chief Engineer.

## To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers' prices for all descriptions of both AMERICAN and FOREIGN

### RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

### BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

### OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

### LONDON HOUSE,

### 58 OLD BROAD STREET,

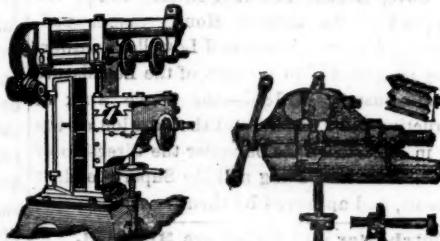
for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

### S. W. HOPKINS & CO.,

### 69 & 71 Broadway, New York.

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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

**G. H. NOTT, Pres't.**

**A. H. BRAINARD, Supt.**

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### 42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

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used so extensively for the manufacturing of

### Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

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of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application.

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### Two New First Class Passenger Cars.

Monitor or Raised Roof, can be finished with or without Saloons—will be ready for delivery the 1st of December. Gauge 4 ft. 8 1/2 in. Seat 60 Passengers.

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91 Water st., Boston.

### Steel and Iron Rails,

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Successors to Heyerdahl, Kettell & Co.,

22 William st., New York.

**820 MILES  
OF THE  
UNION PACIFIC  
RAILROAD**

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

**Whole Line to the PACIFIC will be Completed in 1869.**

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

**THE EARNINGS OF THE UNION PACIFIC RAILROAD**, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

**Four Million Dollars,**

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

**First Mortgage Bonds**

upon such a property, costing nearly three times their amount,

**Are Entirely Secure.**

The Union Pacific Bonds run thirty years, are for \$1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **102**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is the *length of time they have to run*.

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

**At the Company's Office, No. 20 Nassau St.,  
AND BY**

**John J. Cisco & Son, Bankers,**

**No. 59 Wall St.,**

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by *express*. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

**JOHN J. CISCO, Treasurer, New York.**  
SEPT. 14, 1868.

**Intercolonial Railway!**

**TO CONTRACTORS.**

THE Undersigned is instructed by the Government of Canada to inform intending Contractors that at an early day orders will be invited for the execution of certain portions of the INTERCOLONIAL RAILWAY, between River du Loup and Rimouski, in the Province of Quebec, between Truro and Amherst, in the Province of Nova Scotia, and between Dalhousie and Bathurst, in the Province of New Brunswick.

It is intended to let the work in Sections or Divisions, ranging from 15 to 30 miles, according to the situation and local circumstances.

The surveys are now in progress, in part completed, and the object of this notice is to afford intending contractors ample opportunity of examining the ground at once.

The Plans, Profiles, Specifications, Conditions of Contract, Forms of Tender, and other documents required for the information and guidance of Contractors, are now being prepared, and when ready, of which due notice will be given, will be seen at the Railway Engineer's Office, in Halifax, St. John, Dalhousie, Rimouski, River du Loup and Ottawa.

SANDFORD FLEMING,  
Chief Engineer.

Intercolonial Railway Office, Ottawa, Sept. 12, 1868. 1140

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For Steam, Gas and Water.**

Every variety of Fittings

**FOR STEAM AND GAS WORKS.  
Steam and Gas Fitters' Tools**

Of the most Improved kind.

**IRON AND BRASS CASTINGS**

Of every Description.

**JAS. J. WALWORTH & CO.,**

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Boston.

**RAILROAD TIES.**

Juniper and Cypress Railroad Ties of any dimensions for sale by

**DARRELL & NASH,  
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**RAILROAD TIES.**

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

**D. N. BEARDSLEY,  
3m33 251 West street, N. Y.**

**THE**

**NOVELTY IRON WORKS,**

**NEW YORK,**

**FOOT OF 12TH STREET, EAST RIVER.**

**Steam Engines, Machinery, Iron  
Stearns, and Vessels.**

**IRON AND BRASS FOUNDRIES FOR CASTINGS  
OF LARGEST AND SMALLEST SIZES.**

**Copper and Brass Work of all Kinds.**

Stationary, River, Marine, Side-Wheel and Propeller Engines;

Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;

Blowing and Pumping Engines;

Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;

Steam, Vacuum and Water Gauges, Indicators, Registers, &c.;

Steam Pipe, Whistles, Cocks, Valves, &c.

Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;

Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.

Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;

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Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.

Stevenson's Turbine Water Wheels;

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Gear and Wheel Book furnished on application.

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TWENTY-FIRST CLASS FREIGHT CARS will be ready for delivery in thirty days, part of them earlier if wanted. Gauge 4 ft. 8 1/2 in.

**WILLIAMS, PAGE & CO.,**

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**C. V. MEAD & CO.,**

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of

**INDIA RUBBER**

**CAR SPRINGS,**

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P. O. Address Box 588, TRENTON, N. J.

**TESTIMONIAL.**

*Baltimore, Md., April 16, 1868.*

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J. (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

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The cheapest reliable lubricator in the market.

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Endorsed by leading Mechanics and Artisans of the

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At Half the Cost of Linseed,

and warmed to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

Post-Office Box 4781, New York City.

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359 MAIN STREET,  
POUGHKEEPSIE, N. Y.,

By their improved Machinery are enabled to offer

### Swaged Wrought-Iron Rail Chairs WITH CONTINUOUS BASE AND LIPS

*As* The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

*All* orders will receive prompt attention. Samples sent on application.

PATENTED SEPT. 18th, 1866.

## Safety Railroad Switch.

### MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the **MAIN TRACK IS NEVER BROKEN**, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads*.

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

**W. M. WHARTON, Jr., Patentee,**  
Box No. 2745 Philadelphia, Pa.,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

ESTABLISHED 1821.

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163 William street, New York.



Factory, TRENTON, N. J.  
Office, 2 Jacob st., New York.

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CIVIL ENGINEER,  
No. 431 Walnut street, Philadelphia.

## AMERICAN RAILROAD JOURNAL.

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STANDING SHIP RIGGING,  
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STAYS AND GUYS ON DERRICKS,  
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For strength, size and cost see circular, which will be sent on application.

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## BRIDGE BUILDERS,

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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

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Rolled or Hammered Car Axles, Bar Iron  
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